CITY OF HIGHLAND
REGULAR MEETING OF THE PLANNING COMMISSION AGENDA

REGULAR MEETING

March 21, 2023
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

MEMBERS

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

STAFF

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

MISSION STATEMENT

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

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

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

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the Planning Commission, less than 72 hours prior to that meeting, are available for public inspection at Highland City Hall, 27215 Base Line, Highland, CA 92346, during normal business hours.

Submission of Public Comments: For those wishing to make public comments by email, please submit your comments by email to be read aloud at the meeting. Email comments must be submitted by 5:00 p.m. on March 21, 2023 to publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the March 21, 2023 agenda, please identify the agenda item number in the subject line.

For those wishing to make public comments regarding a public hearing item please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered part of the record. Please email your comments at publiccomment@cityofhighland.org.

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

PLANNING COMMISSION
REGULAR MEETING AGENDA
March 21, 2023 - 6:00 P.M.

CALL TO ORDER

PLEDGE OF ALLEGIANCE

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

To address the Planning Commission, please complete a speaker form located at the entrance and give it to the Administrative Assistant prior to the beginning of the meeting. Your name will be called when it is your turn to speak. Individual speakers are limited to three minutes each. Comments received via email by March 21, 2023, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes.

CONSENT CALENDAR

1. Minutes from the March 7, 2023 Regular Meeting.

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

PUBLIC HEARINGS

2. Conditional Use Permit application requesting an upgrade of an existing Alcoholic Beverage Control License Type 20 (Off-sale Beer and Wine) to an Alcoholic Beverage Control License Type 21 (Off-Sale Beer, Wine and Distilled Spirits) at an existing Valero vehicle fueling station convenience store Have A Snack(27767 Base Line, Aysar Helo)

   RECOMMENDATION: Staff recommends the Planning Commission:

   1. Adopt Resolution No. 2023 - ____ approve Conditional Use Permit 23-002 to upgrade an existing Alcoholic Beverage Control License Type 20 (Off-Sale Beer and Wine) to an Alcoholic Beverage Control License Type 21 (Off-Sale Beer, Wine and Distilled Spirits).

3. Conditional Use Permit (CUP 22-008) for the development of a vehicle fueling station, convenience store, and carwash requiring a General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from to Industrial (I) to Business Park (BP). Related entitlements include Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), Design Review Application (DRA 21-019) for a site plan, building elevations, conceptual landscape plan, grading plan, and Mitigated Negative Declaration (ENV 23-002).(NE corner of Palm Ave and 5th St, Harikrishna Gas Inc)

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

   1. Adopt Resolution No. 2023-____ certifying the Mitigated Negative Declaration (ENV 23-002), and direct Staff to file a Notice of Determination with the County Clerk of the Board;

   2. Adopt Resolution No. 2023-____ approving General Plan Amendment (GPA 22-001) to change the land use of the site from Industrial (I) to Business Park (BP), subject to the Findings of Fact;

   3. Introduce Ordinance No.____ approving Zone Change (ZC 22-001) to change the zoning designation of the site from Industrial (I) to Business Park (BP), subject to the Findings of Fact;

   4. Adopt Resolution No. 2023-____ approving Conditional Use Permit (CUP 22-008) for the development of a vehicle fueling station, convenience store, and carwash, subject to the Conditions of Approval and the Findings of Fact;

   5. Adopt Resolution No. 2023-____ approving Design Review Application (DRA 21-019) for the project's Site Plan, Building Elevations, Grading Plan and Conceptual Landscape Plan,

subject to the Conditions of Approval and the Findings of Fact; and

6. Adopt Resolution No. 2023-____ approving Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), subject to the Conditions of Approval and the Findings of Fact.

4. Review of the City's 2022 General Plan Implementation and Housing Element Annual Reports in accordance with Government Code Sections 65400 and 65588.

RECOMMENDATION: Staff recommends the Planning Commission receive and file the 2022 General Plan and Housing Element Annual Reports.

ANNOUNCEMENTS

ADJOURN

I, Camille Goritz, Administrative Assistant III of the City of Highland, California, certify that I caused to be posted this agenda on or before the 16th of March 2023 by 5:30 p.m. on our website at www.cityofhighland.org and in the following designated areas:

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

Date: March 16, 2023

Camille Goritz Administrative Assistant III

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: March 21, 2023

FROM: Lawrence Mainez, Community Development Director

PREPARED BY: Camille Goritz, Administrative Assistant III

SUBJECT: Minutes from the March 7, 2023 Planning Commission Regular Meeting.

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

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

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

Recording Secretary

Community Development Director

PLANNING COMMISSION REGULAR MEETING MINUTES
March 7, 2023 – 6:00 P.M.

CALL TO ORDER

The regular meeting of the Planning Commission of the City of Highland was called to order at 6:02 p.m. by Chair Hamerly at the Donahue Council Chambers, 27215 Base Line, Highland, California.

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

Staff Present: Kim Stater, Assistant Community Development Director
Ash Syed, Associate Planner
Matt Bennett, Assistant Public Works Director
Camille Goritz, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the February 7, 2023 Regular Meeting.

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

2. Minutes from the February 21, 2023 Regular Meeting.

   A MOTION was made by Commissioner Amaya, seconded by Commissioner Sutorus, to approve as amended. Motion carried, 5-0.

PUBLIC HEARING

3. Accessory Sign Review (ASR 22-006) to establish a comprehensive sign program for the installation of one (1) 22-foot-long building mounted sign and two (2) 7-foot-tall monument signs for a fueling station and convenience store lot. **(Continued from December 6, 2022)** (8020 Palm Avenue, Ghulam Sarwar)

   Associate Planner Syed presented the staff report.

   Chair Hamerly stated the statement that you made about if they find a tenant for the southern tenant space and modify the sign program, would that come back to us to review or would it be using the same parameters for sizing and percentage of storefront as the tenant on the north of Snack Attack?

Associate Planner Syed stated it would come back to Planning Commission.

Chair Hamerly stated if they have included it in their signed program, it's only 5% of the storefront frontage. If they had a similar parameter that said subsequent tenants would also meet this requirement, it is by default included in the signed program and it would not have to come back to Planning Commission. I did not see any language in the staff report.

Assistant Community Development Director Stater stated unless you would like to add language tonight to modify the conditions.

Chair Hamerly stated yes, we can do that tonight.

Applicant, Sam Sarwar stated instead of coming back to the Planning Commission again, we can use the similar signs on the other side if you can add the language tonight.

Chair Hamerly opened the public hearing.

Associate Planner Syed stated Planning Condition number 9 is modified to state "Building mounted signage for future tenants occupying either suite shall be no taller than two feet in height and cover no more than 5% of the respective tenants street facing frontage"

Chair Hamerly closed the public hearing.

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

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023-____ to approve Accessory Sign Review (ASR 22-006) to establish a sign program for a fueling station and convenience store, subject to the Conditions of Approval, and Findings of Fact as modified; and

2. Direct Staff to file a Notice of Exemption with the County Clerk of the Board. Motion carried, 5-0.

RESOLUTION NO. 2023-007

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING ACCESSORY SIGN REVIEW (ASR 22-006) TO ESTABLISH A COMPREHENSIVE SIGN PROGRAM FOR THE INSTALLATION OF ONE (1) 22-FOOT LONG BUILDING MOUNTED SIGN AND TWO (2) 7-FOOT TALL MONUMENT SIGNS AT AN APPROVED FUELING STATION AND CONVENIENCE STORE LOT LOCATED AT 8020 PALM AVENUE (APN: 1192-641-01).

ANNOUNCEMENTS

The next regular meeting is scheduled March 21, 2023.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 6:28 p.m.

Submitted by:

Camille Goritz, Administrative Assistant III
Community Development Department

Approved by:

Randall Hamerly, Chair
Planning Commission

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: March 21, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director KS

PREPARED BY: Angela Tafolla, Assistant Planner AT

SUBJECT: Conditional Use Permit application requesting an upgrade of an existing Alcohol Beverage Control License Type 20 (Off-sale Beer and Wine) to an Alcohol Beverage Control License Type 21 (Off-Sale Beer, Wine and Distilled Spirits) at an existing Valero vehicle fueling station convenience store Have A Snack.

LOCATION: Have a Snack Convenience store at the Valero Vehicle Fueling Station
27767 Base Line, Highland, CA. 92346

BUSINESS OWNER: Aysar Helo

RECOMMENDATION: Staff recommends the Planning Commission:

1. Adopt Resolution No. 2023 - ____ approve Conditional Use Permit 23-002 to upgrade an existing Alcohol Beverage Control License Type 20 (Off-Sale Beer and Wine) to an Alcohol Beverage Control License Type 21 (Off-Sale Beer, Wine and Distilled Spirits).

PUBLIC NOTICE: A Public Hearing Notice was published in the Sun Newspaper on March 10, 2023. The Notice was posted on the City's website and at the three (3) designated public posting locations per City Council Resolution. The Project notice was mailed to interested agencies and property owners within 300 feet of the site on February 1, 2023. The Notice of Public Hearing was mailed to property owners within 300 feet of the site on March 10, 2023.

ENVIRONMENTAL REVIEW: This project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 1, Existing Facilities, of the California Environmental Quality Act (CEQA) Guidelines, since the proposed project consists of

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

Recording Secretary

Community Development Director

issuance of a license by another agency and an alteration to operational characteristics for an existing use.

PUBLIC COMMENT: Staff has not received any public comments in response to the project notice at the time of preparing this staff report.

BACKGROUND: The Applicant is currently operating a Valero Vehicle Fueling Station with a convenience store, which sells convenience items such as dairy products, snacks, beverages and miscellaneous toiletry items. It has an active Alcoholic Beverage Control (ABC) Type 20 (Off-sale Beer and Wine) license established in 2001.

DESCRIPTION OF SITE: The Site is developed as Valero Vehicle Fueling Station with an associated Convenience store. The Existing Convenience store is approximately 3,451 square feet in size. The Site is developed with 27 parking stalls and twelve (12) filling stations. The Site is located at the southeast corner of the intersection of Base Line and Seine Avenue (Attachment 1 - Site Plan and Floor Plan).

Surrounding Land Uses:

	Existing Use	General Plan Designation	Zoning Designation
North	Base Line, McDonalds Restaurant, and Single Family Homes	General Commercial / Low Density Residential	General Commercial (CG) / Single Family Residential (R-1)
South	Single Family Homes	Planned Commercial	Planned Commercial (PC)
East	Single Family Homes	Planned Commercial	Planned Commercial (PC)
West	Arco Vehicle Fueling Station	General Commercial	General Commercial (CG)

The Site is designated as "Planned Commercial" (PC) Zoning District with the same General Plan Designation.

PROJECT REVIEW/ANALYSIS: The Applicant is requesting a conditional use permit to upgrade an existing Type 20 (Off-sale Beer and Wine) Alcoholic Beverage Control license to a Type 21 (Off-Sale Beer, Wine and Distilled Spirits) Alcoholic Beverage Control license. The vehicle fueling station and convenience store operates 24 hours a day with beer and wine sales restricted to 6:00 am to 12:00 am seven days a week. Existing alcohol sales hours of operation will continue unchanged with the approval of the proposed ABC license upgrade.

The Department of Alcoholic Beverage Control (ABC) is the public agency which issues licenses to sell alcohol in the State of California. State law includes provisions aimed at avoiding what is termed an 'undue concentration' of licenses and ABC utilizes census tracts as the statistical subdivision to track and determine the number of licenses to be issued.

The Alcoholic Beverage Control separates licenses into two separate categories; 'On-sale' and 'Off-sale'. 'On-sale' refers to licenses issued by ABC which permit the consumption of alcohol on the premises licensed, such as a bar, tavern, or restaurant. 'Off-sale' refers to licenses which allow for the sale of packaged alcohol for consumption off the premises, such as grocery stores, convenience stores, and liquor stores.

As indicated above, ABC allocates licenses by census tracts based on population. If the number of existing or proposed licenses exceeds the number of licenses allocated by ABC for each census tract, then there would be an 'undue concentration' of licenses for that particular census tract and a finding of Public Convenience or Necessity would have to be made by the local jurisdiction to allow the permit.

The project site is located within Census Tract 74.04, which has a population of 4,844 as determined by ABC. Based on the population of the census tract, ABC authorizes a three (3) 'off-sale' licenses (Attachment 2 – ABC allowed licenses). Currently, there are seven (7) active off-sale licenses one of which is issued to the subject site (Attachment 3 - List and Map of active ABC licenses within Census Tract 74.04). The Census Tract currently is over concentrated. Although the request to upgrade the existing Type 20 (Off-sale license) to a Type 21 (Off-sale general) license will not change the amount of over concentration, the Department of Alcoholic Beverage Control requires the local municipality to recommend approval prior to issuing the upgrade.

Table 1: Census Tract 74.04 Active Licenses

Business Name	License Type & Status	Location	Jurisdiction
Cee Vee Liquor	21 - Active (off-sale)	7750 Palm Ave.	City of Highland
Valero – Base Line	20 - Active (off-sale)	27767 Base Line	City of Highland
Chevron – Base Line	20 - Active (off-sale)	27627 Base Line	City of Highland
Arco – Base Line	20 - Active (off-sale)	27727 Base Line	City of Highland
Chevron – Greenspot Rd.	20 - Active (off-sale)	27981 Greenspot Rd.	City of Highland
Valero – Greenspot Rd.	20 - Active (off-sale)	7955 Webster St.	City of Highland
Arco – 5th St.	20 - Active (off-sale)	27323 5th Street.	City of Highland

In response to a request for an ABC license upgrade for a vehicle fueling station convenience store the Sheriff's Department provided the attached memo, (Attachment 4 – Correspondence with the Sheriff's Department). The response concluded that the general vicinity of the vehicle fueling station convenience store is within a high crime area. They believe the sale of distilled spirits would only increase the likelihood of crime and do not support the upgrade of the existing alcoholic beverage control license.

In addition to the memo, the Sheriff's Department provided Planning Staff with a call summary report (Attachment 5 – Summarized call report for Valero). The report period is between January 1, 2022, to March 9, 2023, for police service involving the businesses at Base Line and Seine Avenue. The report included 70 calls for service directly attributed to the Valero vehicle fueling station.

SUMMARY: The Applicant has provided a letter of justification (Attachment 6 – Justification Letter from Applicant) expressing the need of the alcohol license upgrade to better sever the surrounding community. For the consideration of the Planning Commission, staff provided a map of the surrounding community within a one-mile radius from the Valero vehicle fueling station that hold a Type 21 (Off-Sale general) ABC license and offer the sale of distilled spirits (Attachment 6 – Locations Licensed to Sell Distilled Spirits within 1 mile).

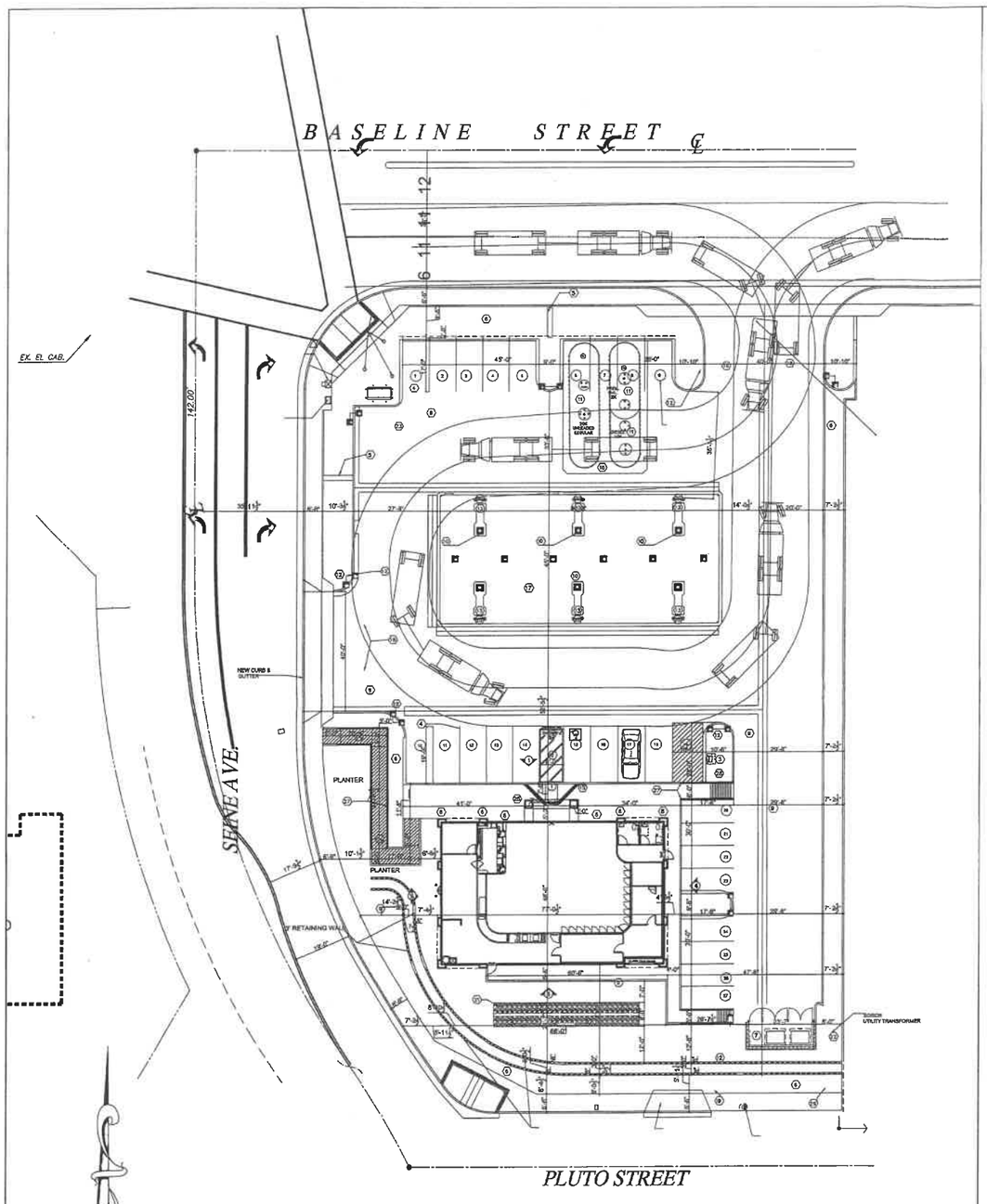
Staff has considered all possible concerns thought to be relevant to this business's operation. The site is appropriate for the proposed use and has operated in a similar fashion for many years. Staff supports the project and does not foresee any negative impacts with the upgraded liquor license. However, should the Applicant lose their State License or should there arise any significant issues, the Conditional Use Permit may be revoked by action of the Planning Commission. Staff is recommending approval of the project subject to findings within the attached Resolution.

Attachments:

1. Site Plan and Floor Plan
2. ABC Number of Licenses Allowed by Census Tract
3. List and Map of active ABC licenses within Census Tract 74.04
4. Correspondence with the Sheriff's Department
5. Summarized call report for Valero site
6. Letter of Justification from Applicant
7. Locations Licensed to sell Distilled Spirits within 1 mile
8. Resolution 2023 – ___ for Conditional Use Permit (CUP-21-009)
    A. Conditions of Approval

Attachment 1

Site Plan and Floor Plan



Site Plan

SCALE: 1"=20'-0"

LEGEND

(#) NOTES

(P) PARKING SPACE NUMBER

SITE NOTES

1. EXISTING HANDICAP RAMP WITH 1 ½" STEEL PIPE HAND RAIL
2. EXISTING 17'X18' STRIPE FOR HANDICAP PARKING SPACE.
3. AIR & WATER UNIT WITH (2) GUARD POSTS.
4. EXISTING 9' X 18' PARKING SPACE STRIPE.
5. EXISTING 6'-0" HIGH MONUMENT SIGN. (TYP. OF 3)
6. EXISTING PLANTER WITH 6" CONCRETE CURB. (TYP.)
7. EXISTING 18'X14' TRASH ENCLOSURE.
8. EXISTING FLOWER POT. (TYP. OF 8)
9. AC PAVEMENT ON BASE MATERIAL THICKNESS PER SOIL REPORT.
10. EXISTING CANOPY COLUMN. (TYP. OF 8)
11. EXISTING ONE 22,000 UNLEADED GALLON UST AND ONE 22,000 DUAL COMPARTMENT 12,000 GALLONS SUPER AND 10,000 GALLONS DIESAL. BOTH UST ARE DOUBLE WALL FIBERGLASS TANKS.
12. INSTALL NEW AREA LIGHT. SHIELDS SHOULD BE PROVIDED AT GLOBE OF A LIGHT STANDARDS. TO ENSURE DIRECTION OF LIGHT, BEAM IS DOWNWARD AND NOT OUTWARD TO NOT INTERFERE WITH PASSING MOTORISTS. UNDER CANOPY LIGHTS SHOULD BE RECESSED INTO CANOPY CEILING SO GLOBE NOT VISIBLE TO MOTORISTS.
13. EXISTING 4'-0"X11' CONCRETE ISLAND WITH MPD. (TYP. OF 8)
14. PROVIDE 5'-0" WIDE PAINTED HANDICAP PATH OF TRAVEL PER CODE. SIGNAGE PER CODE SEC. 11278)
15. HANDICAP PARKING SIGNAGE.
16. EXISTING 8" CONCRETE SLAB IN TANK AREA.
17. EXISTING 6" CONCRETE SLAB IN CANOPY AREA.
18. INTERNATIONAL SYMBOL OF ACCESSIBILITY PROVIDE DIRECTION ARROWS AND INSTRUCTIONS AS NECESSARY.
19. 3'X5'X4' SBC PHONE PULL BOX
20. INSTALL NEW GUARD POST. (TYP. OF 16)
21. INFILTRATION TRENCH
22. PROPOSED PAD MOUNT TRANSFORMER (72" X 84" CONCRETE PAD) VERIFY WITH POWER COMPANY.
23. GARBAGE BIN
24. 800 MAIN ELECTRICAL SWITCHBOARD "MSB".
25. BUILDING ADDRESS SHALL BE PROVIDED ON THE BUILDING IN SUCH POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET PER SECTION 502.
26. THE WORDS "NO PARKING" SHALL BE PAINTED ON THE GROUND WITHIN EACH 8' LOADING AND UNLOADING ACCESS AISLE, IN WHITE LETTERS, NO LESS THAN 12" HIGH AND LOCATED SO THAT IT IS VISIBLE TO TRAFFIC ENFORCEMENT OFFICIALS.
27. 1 ½" STEEL PIPE HAND RAIL AT HC RAMP.
28. FIRE HYDRANT
29. CABLE PULL BOX

FIRE PREVENTION NOTES:

a. A FIRE INSPECTION AND FINAL APPROVAL IS REQUIRED BEFORE THE BUILDING DEPARTMENT WILL ACCEPT A BUILDING FINAL INSPECTION REQUEST. PLEASE CALL (909)864-8732 FOR A FIRE INSPECTION.

b. A KNOX BOX MUST BE PURCHASED AND INSTALLED IN ACCORDANCE WITH HIGHLAND FPD POLICY, UNLESS THE KNOX BOX EXISTS ON THE BUILDING.

c. THE KEY TO THE BUILDING OR SUITE MUST BE GIVEN TO THE FIRE INSPECTOR AT THE TIME OF FINAL INSPECTION. THE KEY WILL BE LOCKED IN THE KNOX BOX FOR FIRE DEPARTMENT EMERGENCY ACCESS.

d. A "CONFIDENTIAL BUSINESS INFORMATION" FORM MUST BE FILLED OUT BY THE OCCUPANT PRIOR OF FINAL INSPECTION AND BE PRESENTED TO THE FIRE INSPECTOR.

e. PLACE A SIGN ABOVE THE MAIN ENTRANCE DOOR STATING: "THIS DOOR MUST REMAIN UNLOCKED DURING BUSINESS HOURS".

f. ALL DOORS DESIGNATED AS EXITS, EXCEPT FOR THE MAIN ENTRANCE, MUST BE EQUIPPED WITH COMMON KNOWLEDGE LEVER TYPE SINGLE ACTION HARDWARE.

g. ADDITIONAL EXIT SIGNS MAY BE REQUIRED AT THE TIME OF FINAL INSPECTION, IF THE ONES SHOWN ON THE PLANS DO NOT MEET THE EXTENT OF THE CODE.

h. BUILDING ADDRESS SHALL BE PROVIDED ON BUILDING IS SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET PER SECTION 502.

i. COMMERCIAL AND INDUSTRIAL STREET ADDRESSES SHALL BE POSTED WITH A MINIMUM 8" NUMBERS VISIBLE FROM THE STREET. DURING THE HOURS OF DARKNESS THEY SHALL BE INTERNALLY OR EXTERNALLY, ELECTRICALLY ILLUMINATED. POSTED NUMBERS SHALL CONTRAST WITH THE BACKGROUND USED AND BE LEGIBLE FROM THE STREET. PER HIGHLAND ORDD.# 282 , CFC SEC. 505

J. NEW INSTALLATIONS AND / MODIFICATION TO THE FIRE SPRINKLER SYSTEM SHALL BE APPROVED BY THE FIRE AUTHORITY PRIOR TO THE INSTALLATION OR MODIFICATION AND SHALL REQUIRE A SEPARATE PERMIT. PER CFC SEC. 903

K. NEW INSTALLATIONS AND MODIFICATIONS TO THE FIRE DETECTION/ ALARM SYSTEM SHALL BE APPROVED BY THE FIRE AUTHORITY PRIOR TO INSTALLATION AND OR MODIFICATION AND SHALL REQUIRE A SEPARATE PERMIT PER CFC SEC. 907

L. NEW INSTALLATIONS AND / MODIFICATION TO THE UNDER GROUND PIPING (WATER MAINS SERVING PROPOSED STRUCTURES AND HYDRANTS) SYSTEMS SHALL BE APPROVED BY THE FIRE AUTHORITY PRIOR TO THE INSTALLATION OR MODIFICATION AND SHALL REQUIRE A SEPARATE PERMIT. PER CFC SEC. 508

M. IDENTIFICATIONS OF THE FIRE RISES ROOM (WHERE PROVIDED) ACCESS DOORS AS FOLLOWS: LETTER HEIGHT 4", STRIKE ½", COLOR CONTRASTING/ WHITE REFLECTIVE. PER CFC SEC. 501

O. NEW INSTALLATIONS AND / MODIFICATION TO THE UNDERGROUND FUEL TANKS AND DISPENSERS SHALL BE APPROVED BY THE FIRE AUTHORITY PRIOR TO THE INSTALLATION OR MODIFICATION AND SHALL REQUIRE A SEPARATE PERMIT. PER CFC SEC. 2203, & CH. 34

P. PROVIDE ONE 2A 10 B/C FIRE EXTINGUISHERS FOR EACH 3000 OF FLOOR AREA AT THE MAXIMUM OF 75 FOOT TRAVEL DISTANCE. PER CFC SEC. 906

1. HEALTH DEPATMENT NOTES:

* WALLS AND CEILINGS:

* FOOD PREPARATION AREA, DISHWASHING AREAS, WAITRESS STATION, MOP SINK AREAS, TOILET ROOMS AND OTHER AREAS WHERE FOOD AND UTENSILS ARE HANDLED SHALL HAVE WALLS AND CEILINGS WHICH ARE SMOOTH, IMPERVIOUS AND EASILY CLEANABLE.

* WALLS AND CEILINGS SHALL BE SIMILAR AND EQUAL TO A SMOOTH PUTTY COAT OR CEMENT-PLASTER FINISH, WELL OIL PAINTED OR ENAMELED A LIGHT COLOR.

* OPEN BEAMS, RAFTER CEILINGS, PAINTED CONCRETE BLOCK AND BRICK WALL FINISHES ARE NOT ACCEPTABLE FOR OPEN FOOD AREAS AND RESTROOMS.

2. PROVIDE MINIMUM 4' WAINSCOT ON WALLS BEHIND ALL SINKS; EXTEND WAINSCOT AT LEAST 18" BEYOND SIDES OF SINKS.

* FLOORS:

* IN ALL FOOD HANDLING AREAS, DISHWASHING AREAS, SALAD BAR AREAS, TOILET ROOMS, AND MOP SINK AREAS, FLOORS SHALL BE SMOOTH, IMPERVIOUS, EASILY CLEANABLE, AND EXTEND UP THE WALL A MINIMUM OF 4" WITH A 3/8" RADIUS COVED BASE.

CONCRETE FLOORS ARE TO BE CLEANED AND APPROVED SEALER APPLIED. IF FLOOR COVERINGS ARE UTILIZED IN THESE AREAS, COVERING MUST BE AN APPROVED GREASE-RESISTANT MATERIAL SUCH AS SHEET VINYL.

3.

A MINIMUM 100 SQUARE FEET STORAGE ROOM, SEPARATE AND APART FROM FOOD PREPARATION AREA IS PROVIDED. RACKS AND SHELVES ARE TO BE ANSI CERTIFIED, IMPERVIOUS AND EASILY CLEANABLE.

4.

PROVIDE A METAL HOOD THAT EXTENDS SIX INCHES OR MORE BEYOND ALL COOKING SURFACES. PROVIDE AN ADEQUATE COMMERCIAL TYPE MECHANICAL EXHAUST SYSTEM. PROVIDE 100% MAKE-UP AIR UNIT THAT IS ELECTRICALLY INTERLOCKED WITH EXHAUST FAN. INSTALL AN APPROVED GREASE EXTRACTION UNIT AT THE HOOD VENT. REFER TO THE CURRENT MECHANICAL CODE.

5. ALL WALLS WITHIN 18 INCHES OF COOKING SURFACES MUST BE FLASHED WITH METAL, OR EQUIVALENT, FROM THE HOOD TO THE DOOR.

ALL EQUIPMENT CONSTRUCTION AND INSTALLATION SHALL MEET ANSI CERTIFICATION. ALL PLUMBING, GAS LINES AND CONDUITS, ETC. ARE TO BE CONCEALED WHERE POSSIBLE, OTHERWISE, THEY MUST BE A MINIMUM OF SIX INCHES OFF THE FLOOR AND NOT RUN ACROSS AISLE SPACE AND TO BE INSTALLED AT LEAST 1/2" AWAY FROM WALL TO FACILITATE CLEANING. ALL EQUIPMENT AND BACKSPLASHES ARE TO BE ADEQUATELY SEALED TO THE WALL.

6. DISPLAYS OF UNPACKAGED FOOD ARE TO BE PROTECTED WITH SNEEZE GUARDS. ALL EXPOSED SURFACES OF SHELVING, CABINETS, AND UNDER COUNTERS ARE TO BE SMOOTH AND SEALED.

MAKE EXTERIOR DOORS OUTWARD OPENING AND SELF-CLOSING, OR PROVIDE SELF-CLOSING SCREEN DOORS. SCREEN ALL OPENABLE WINDOWS. THE BUILDING SHALL BE RODENT AND INSECT PROOF. PASS-THROUGH WINDOW OPENING SHOULD NOT EXCEED 216 SQUARE INCHES WITHOUT AN AIR CURTAIN OR 432 SQUARE INCHES WITH AN AIR CURTAIN. A MICROSWITCH ACTIVATED AIR CURTAIN SHALL BE INSTALLED AT DELIVERY DOOR.

7. THE FOOD FACILITY IS SERVED BY EAST VALLEY WATER DISTRICT FOR BOTH WATER AND SEWER.

OCCUPANCY LOAD DIAGRAM				
ROOM NAME	SQ. FT.	OCCUPANT LOAD FACTOR	OCCUPANT LOAD	CBC USE
SALES AREA	1,592	30	53	STORES/ RETAIL
SALES COUNTER	134	100	1	OFFICES
OFFICE	200	100	2	OFFICES
STORAGE	156	300	0.5	STORAGE
BACK ROOM	438	300	2	STORAGE
WALK-IN COOLER-FREEZER	570	300	2	STORAGE
RESTROOM (WOMEN)	52	--	--	--
RESTROOM (MEN)	198	200	1	--
FOOD PREPARATION AREA			1	KITCHEN

GENERAL INFORMATION
ASSESSOR'S PARCEL NUMBER: 1201-019-03, 04, 05,06

OWNER: HELO DEVELOPMENT
AYSAR HELO, OWNER
28809 HARWICK DRIVE
HIGHLAND CA, 92346
(909)709-8483

PROJECT ADDRESS: 27767 BASE LINE STREET
HIGHLAND CA, 92346

LEGAL DESCRIPTION:
LOTS 3, 4, 5 & 6 TRACT NO. 4789, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 70 OF MAPS, PAGE 70 TO 72, INCLUSIVE, RECORDS OF SAID COUNTY AND THAT PORTION OF SECTION 4, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO GOVERNMENT SURVEY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 30 FEET SOUTH AND 488 FEET EAST OF THE NORTH QUARTER CORNER OF SAID SECTION 4, SAID CORNER BEING AT THE INTERSECTION OF THE CENTERLINE OF LA PRAIX STREET AND BASELINE; THENCE EAST PARALLEL TO AND 50 FEET SOUTH OF SAID BASELINE, 110 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE RIGHT, WITH A CENTRAL ANGLE OF 90° AND A RADIUS OF 20 FEET; THENCE ALONG SAID CURVE, 31.41 FEET; THENCE SOUTH 220 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE RIGHT WITH A CENTRAL ANGLE OF 90° AND A RADIUS OF 20 FEET; THENCE ALONG SAID CURVE, 31.41 FEET; THENCE WEST 110 FEET; THENCE NORTH 260 FEET TO THE POINT OF BEGINNING.

ZONING: PC
(ADJACENT PROPERTIES ARE PC)

TYPE OF CONSTRUCTION: Type V-NR

TOTAL PROPOSED RETAIL LOT AREA: .81 ACRES/ 35,108 SQFT.

PROPOSED USE: GAS STATION/MINI-MART
BUILDING CODE USED: 2001 C.B.C.

NUMBER OF STORIES: 1
* BUILDING MAX HEIGHT: 24' FT, 7 IN.
* BUILDING AVG. HEIGHT: 16 FT, 1 IN.

MINI-MART: 3800 SQFT

CANOPY: 3967.18 SQFT

PARKING: (GAS STATION & RETAIL SHOPS)
PARKING AND DRIVEWAY (BASELINE SIDE OF PROPERTY ARE TO BE SHARED BOTH BY THE GAS STATION AND FUTURE PROPOSED RETAIL SHOPS TO FIT WITH THE GENERAL DESIGN OF THE CENTER.

* 17 STANDARD STALL (9'-0"X19'-0")
* 8 COMPACT STALL (7'-6"X17'-6")
* 1 HANDICAP STALL(17'-0"X19'-0")
* 1 LOADING ZONE (10'-0"X20'-0")

PARKING PROVIDED 27 STALLS

PROPOSED PARKING:

FOODMART: 1 SPACE PER 200 SQ.FT. 2000 SQ.FT. = 10 SPACES
QSR: 1 SPACE PER 75 SQ.FT. 320 SQ.FT. = 4 SPACES
GAS STATION: 2 SPACES REQ.

TOTAL: 16 SPACES REQ.

LANDSCAPING:
LANDSCAPING ARE TO BE SHARED BOTH BY THE GAS STATION AND THE RETAIL SHOPS TO FIT WITH THE GENERAL DESIGN OF THE CENTER.

* TOTAL AREA (GAS STATION & RETAIL SHOP) 19,084.13 SQFT

TOTAL AREA (GAS STATION) 8,166.48 SQFT
TOTAL AREA (RETAIL SHOP) 12,529.08 SQFT

PROPOSDE LANDSCAPE (GAS/MINI-MART) 8,166.48 SQFT/ 35,108.0 SQFT .232 =23%

IRRIGATION TO BE BY AUTOMATIC SPRINKLER SYSTEM WITH BELOW GROUND PIPING.

EXISTING POLE SIGN W/ SUPPORT BEYOND THE LIMITS OF THE VISION CLEARANCE 15'-0" TRIANGLE AREA.

3. GENERAL NOTES
1. ASPHALT PAVING IN PARKING LOT OVER 95% COMPACT SUBGRADE PER ASTM D-1557-78. PROVIDE A.C. PAVING OVER BASE UNLESS NOTED OTHERWISE.

2. 17'X19' HANDICAP STALL TO HAVE REQUIRED STRIPPING AND SIGNAGE WITH 1" PER FOOT MAXIMUM SLOPE IN ANY DIRECTION.

3. DRIVEWAYS TO COMPLY WITH CITY OF HIGHLAND.

UTILITIES INFORMATION:

ELEC. EDISON 1 800 990 7788
GAS GAS COMANY 1 800 427 2200
WATER AND SEWER EVWD 1 909 889 9501
PHONE COMPANY SBC 1 800 310 2355

			SQ. FT.	ACRE	RATIO
LOT AREA TOTAL			35,108	.807	100%
BUILDING AREA OCCUPANCY: M CONSTRUCTION: V-N			3,642	0.084	10.4%
CARWASH AREA OCCUPANCY: B CONSTRUCTION: V-N	NON-SPRINKLED		---	---	--
CANOPY AREA OCCUPANCY: S-3 CONSTRUCTION: II-N	NON-SPRINKLED		3,698	0.085	11.1%
LANDSCAPING AREA REQUIRED: --% PROVIDED: --%	(----- SQ. FT. MIN.)		8,166	.188	23.3%
PAVING IMPROVEMENTS (ASPHALT, CONC., WALKS)			---	--	--
SETBACK LANDSCAPING			---	---	---
PARKING AREA	TYPE:	SIZE:	REQUIRED:		PROVIDED:
	HANDICAP	17'X19'	---		1
	REGULAR	9'X19'	---		17
TOTAL:	COMPACT	7.5'X17'	---		8
	LOADING	10'X20'	---		1
TOTAL:					27

DESIGN:
MK Design
13635 ADRIAN STREET
POWAY, CA. 92064

MODIFICATIONS:

#	DATE	NOTES
	04-01-08	FIRE DEPT. COMMENTS
	04-01-08	REMOVE LANDSCAPING FROM PLAN
	04-01-08	RELOCATE LIST
	04-01-08	12' WIDE CONCRETE SITEPOUT
	04-01-08	HC RAMP
	04-01-08	3 UP LIGHT AT PALM TREES
	04-01-08	VAPOR TANK LOCATION

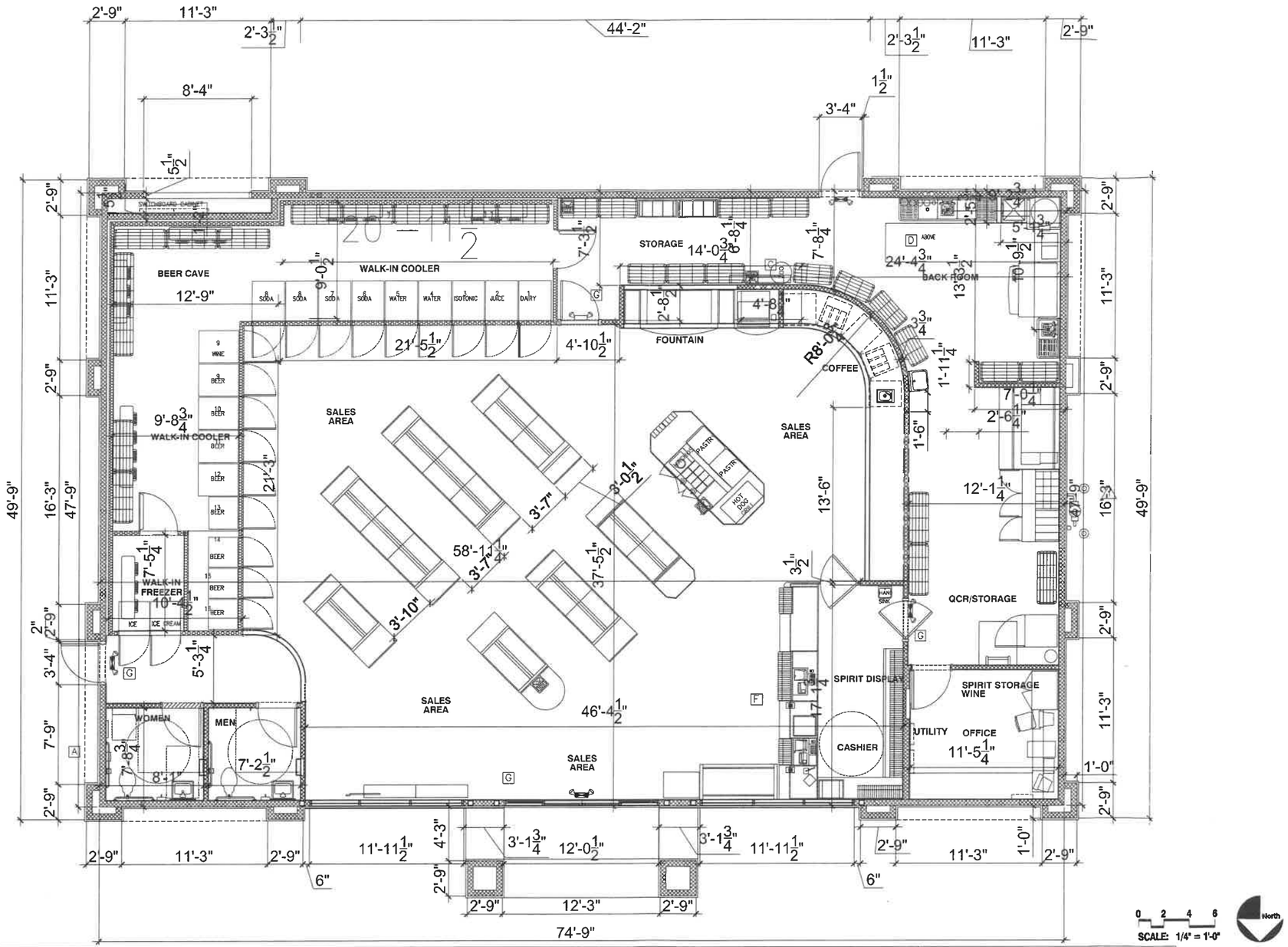
OWNER:
AYSAR HELO
28809 HARWICK DRIVE
HGIHLAND CA 92346
PHONE (909) 709-8483
FAX (909) 425-9110
AYSARHELO@HOTMAIL.COM

PROJECT NAME: HELO GAS/MINI-MART

JOB / PROJECT ADDRESS: 27767 BASELINE ST. HIGHLAND, CA 92346

SHEET NAME: ARCHITECTURAL SITE PLAN

SHEET NUMBER: AS.1.1



GENERAL NOTES:

A. DIMENSION LINES ARE FROM FACE OF FRAMING OR FOUNDATION UNLESS NOTED OTHERWISE.
B. FACE OF FRAMING ON EXTERIOR WALL IS SAME AS OUTSIDE FACE OF FOUNDATION WALL.
C. PLAN DIMENSIONS ARE BASED ON WOOD STUDS.
D. MOISTURE RESISTANT GYPSUM TO BE USED IN TOILET ROOMS, BEHIND MOP SINK, AND ADJACENT TO COOLER. FOR SPECIFIC SUBSTRATE REQUIREMENTS, REFER TO INTERIOR ELEVATIONS
E. FOR FLOORING LAYOUT REFER TO SHEET
F. FOR CEILING LAYOUT REFER TO SHEET
G. FOR DOOR AND WINDOW DETAILS, REFER TO SHEET

WALL LEGEND

WOOD FRAMED WALL
SOFFIT
PREFABRICATED COOLER UNIT
RETAINING WALL

PLAN NOTES

EXISTING COOLER AND FREEZER INFORMATION AND DIMENSIONS, REFER TO SHEET
EXISTING COOLER WALL / BULKHEAD CONSTRUCTION TO BOTTOM OF STRUCTURE
EXISTING LADER HATCH
EXISTING 32" PONY WALL
NOT USED
EXISTINGLOW WALL ROUGH FRAMING HEIGHT = 5'-0". PROVIDE 5/8" MOISTURE RESISTANT GYPSUM BOARD BEHIND MOP SINK.
EXISTING MAINTAIN MIN. 1.5" MIN. AIR GAP BEHIND COOLER AND FREEZER. CLOSE GAP AT ENDS WITH 2"x2" ALUMINUM ANGLE
EXISTING BUILDING SIGN. BY SIGN CONTRACTOR
EXISTING 3" CONCRETE SLAB FOR ELECTRICAL EQUIPMENT
NOT USED

EXISTINGINTERNATIONAL SYMBOL OF ACCESSEIBILITY SIGN AT THE PRIMARY PUBLIC ENTERANCE AND EVERY MAJOR JUNCTION ALONGE ORLEADING TO AN ACCESSIBALE ROUTE OF TRAVEL. THE SIGN SHALL DIRECT PERSONS TO ACCESSIBLE ENTRANCES AND FACILITIES. MOUNTING HIGHT FOR SIGNS AT THE DOORS SHALL BE AT 60 INCHES FROM THE WALKING SURFACE TO THE CENTERLINE OF THE SIGN

EXISTING RAPID ENTERY SYSTEM BOX ("KNOX-BOX 3200 SERIES " BY KNOX COMPANY)" ON THE BUILDING NEAR THE ENTARANCE AT +6'-0" FROM THE FINISHED FLOOR. FELIED VERIFY THE LOCATION OF THE BOX WITH THE FIRE DEPARTMENT AUTHORITY BEFORE INSTALATION

EXISTING TACTILE EGRESS SINGAGE COMPLYING CBC SECTION 1117B.5 PER SECTION 1011.3.
TACTILE SIGN "EXIT ROUTE". EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGEWAY, SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORD "EXIT ROUTE ". AND EACH EXIT ACCESS DOOR FROM INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY THE REQUIRED TO HAVE A VISUAL EXIT SIGN. SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORD "EXIT ROUTE".

2 EXISTING SIGN "EXIT". EACH GRADE LEVEL EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACLITE EXIT WITH THE WORD "EXIT".

EXISTING ILLUMINATED EXIT SIGN WITH BATTERY BACKUP

EXISTING PROVIDE THE BREAKAWAY HARDWARE FOR THE SLIDING DOOR 1 PER CBC SECTION 1003.3.1.5.

EXISTING AFFIX AN INTERNATIONAL ACCESSIBILITY SYMBOL AT ALL ACCESSIABLE ENTARANCES PER SECTION 1117B.5.1. THE SIGN SHALL COMPLY WITH CBC SECTIONS 1117B.5.2, 1117B.5.3, 1117B.5.5, 1117B.5.6 & 1117B.5.7.

DESIGN:
MK Design
13625 ADRIAN STREET
POWAY, CA. 92064

MODIFICATIONS:

#	DATE	NOTES

OWNER:
AYSAR HELO
28809 HARWICK DRIVE
HGIHLAND CA 92346
PHONE (909) 709-8483
FAX (909) 425-9110
AYSARHELO@HOTMAIL.COM

PROJECT NAME: HELO GAS/MINI-MART
JOB / PROJECT ADDRESS: 27767 BASELINE ST. HIGHLAND, CA 92346
SHEET NAME:
SHEET NUMBER:

Attachment 2

ABC Number of Licenses Allowed by Census Tract 74.04

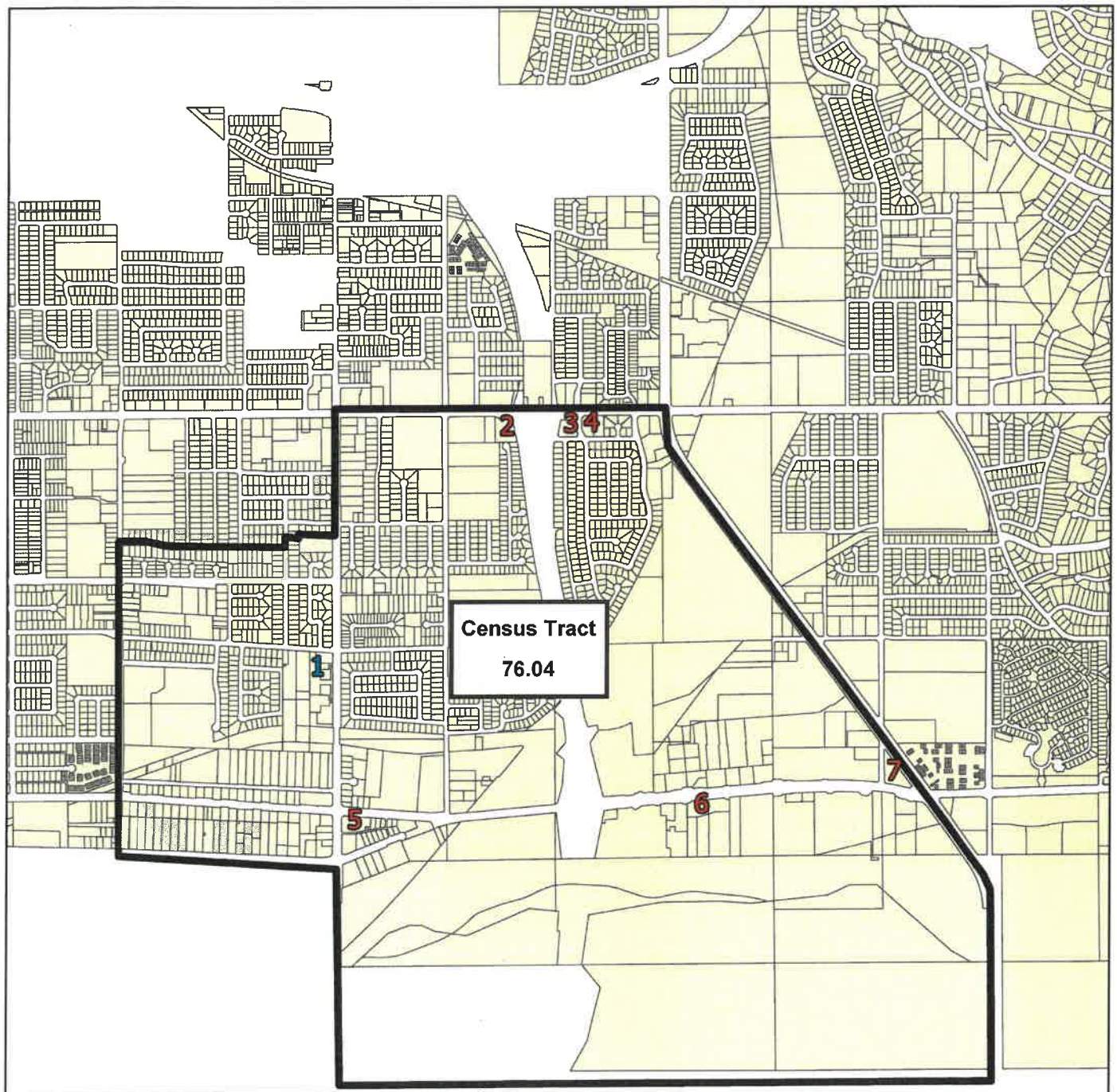
DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL
NUMBER OF LICENSES AUTHORIZED
BY CENSUS TRACT

County Name	County Population	County Ratio On Sale	County Ratio Off Sale	Census Tract #	Census Tract Population	On Sale	Off Sale
SAN BERNARDINO	2,175,909	1216	1,429	73.08	5,074	4	3
SAN BERNARDINO	2,175,909	1216	1,429	74.04	4,638	3	3
SAN BERNARDINO	2,175,909	1216	1,429	74.07	3,119	2	2
SAN BERNARDINO	2,175,909	1216	1,429	74.08	4,432	3	3
SAN BERNARDINO	2,175,909	1216	1,429	74.09	6,278	5	4
SAN BERNARDINO	2,175,909	1216	1,429	74.10	6,091	5	4
SAN BERNARDINO	2,175,909	1216	1,429	74.11	1,729	1	1
SAN BERNARDINO	2,175,909	1216	1,429	74.12	6,645	5	4
SAN BERNARDINO	2,175,909	1216	1,429	76.03	5,059	4	3
SAN BERNARDINO	2,175,909	1216	1,429	76.04	4,844	3	3
SAN BERNARDINO	2,175,909	1216	1,429	76.05	4,233	3	2
SAN BERNARDINO	2,175,909	1216	1,429	76.06	3,556	2	2
SAN BERNARDINO	2,175,909	1216	1,429	78.00	6,632	5	4
SAN BERNARDINO	2,175,909	1216	1,429	79.03	4,931	4	3
SAN BERNARDINO	2,175,909	1216	1,429	79.04	7,061	5	4
SAN BERNARDINO	2,175,909	1216	1,429	79.05	3,600	2	2
SAN BERNARDINO	2,175,909	1216	1,429	79.06	4,343	3	3
SAN BERNARDINO	2,175,909	1216	1,429	80.01	7,038	5	4
SAN BERNARDINO	2,175,909	1216	1,429	80.03	4,222	3	2
SAN BERNARDINO	2,175,909	1216	1,429	80.04	3,250	2	2
SAN BERNARDINO	2,175,909	1216	1,429	81.00	3,326	2	2
SAN BERNARDINO	2,175,909	1216	1,429	82.01	3,323	2	2
SAN BERNARDINO	2,175,909	1216	1,429	82.02	2,576	2	1
SAN BERNARDINO	2,175,909	1216	1,429	83.01	6,616	5	4
SAN BERNARDINO	2,175,909	1216	1,429	83.02	3,268	2	2
SAN BERNARDINO	2,175,909	1216	1,429	84.02	6,501	5	4
SAN BERNARDINO	2,175,909	1216	1,429	84.03	5,791	4	4
SAN BERNARDINO	2,175,909	1216	1,429	84.04	2,931	2	2
SAN BERNARDINO	2,175,909	1216	1,429	84.05	5,752	4	4
SAN BERNARDINO	2,175,909	1216	1,429	84.06	5,254	4	3
SAN BERNARDINO	2,175,909	1216	1,429	85.01	3,945	3	2
SAN BERNARDINO	2,175,909	1216	1,429	85.02	4,782	3	3
SAN BERNARDINO	2,175,909	1216	1,429	86.01	6,404	5	4
SAN BERNARDINO	2,175,909	1216	1,429	86.02	3,641	2	2
SAN BERNARDINO	2,175,909	1216	1,429	87.05	4,669	3	3
SAN BERNARDINO	2,175,909	1216	1,429	87.08	4,415	3	3
SAN BERNARDINO	2,175,909	1216	1,429	87.09	4,627	3	3
SAN BERNARDINO	2,175,909	1216	1,429	87.10	4,700	3	3
SAN BERNARDINO	2,175,909	1216	1,429	87.11	3,720	3	2
SAN BERNARDINO	2,175,909	1216	1,429	87.12	4,102	3	2
SAN BERNARDINO	2,175,909	1216	1,429	87.13	4,224	3	2
SAN BERNARDINO	2,175,909	1216	1,429	87.14	4,314	3	3
SAN BERNARDINO	2,175,909	1216	1,429	87.15	7,091	5	4
SAN BERNARDINO	2,175,909	1216	1,429	87.16	6,650	5	4
SAN BERNARDINO	2,175,909	1216	1,429	88.00	6,520	5	4

Attachment 3

List and Map of active ABC licenses
within Census Tract 74.07

Existing Type 21 and Type 20 (off-sale) ABC Licenses In Census Tract 76.04



	License Type	Business
1	21	Cee Vee Liquor
2	20	Chevron - Base Line
3	20	Arco - Base Line
4	20	Valero - Base Line
5	20	Arco - 5th St.
6	20	Chevron - Greenspot
7	20	Valero - Greenspot

N

Attachment 4

Correspondence with the Sheriff's Department

SHANNON D. DICUS, SHERIFF-CORONER

SAN BERNARDINO COUNTY

To Angela Tafolla,

Regarding Conditional Use Permit #23-002:

The area of Baseline Street and Seine Avenue is within a high crime area that has experienced a high occurrence of retail thefts, robberies, assaults, verbal disturbances, trespassing, panhandling, driving under the influence (DUI), drug possession and usage, subjects under the influence of alcohol and / or narcotics, arson, and transient activity. Since January 1, 2022, to present, Highland deputies have responded to at least two hundred seventy five (275) calls for service for the above-mentioned crimes, involving the businesses at Baseline Street and Seine Avenue. Out of the total number of calls for service, at least seventy (70) calls for service were directly attributed to this exact location. This area also experiences a high volumes of traffic collisions, many of which involve alcohol consumption. Many traffic collisions involving pedestrians being struck in the roadway also occur near this location. I believe the sale of distilled spirits from this location would only increase the likelihood of these incidents occurring and would not benefit the City of Highland.

Thank you,

Daniel Popa, Sergeant
San Bernardino County Sheriff's Department
Highland Sheriff's Station
26985 Baseline Street
Highland, CA 92346
Work: (909) 425-9793

RECEIVED
MAR 2 2023
CITY OF HIGHLAND

Attachment 5

Summarized call report for Valero site

San Bernardino Sheriff's Summarized Call Report
Output for: 01/01/2022 – 03/09/2023
Valero 27767 Base Line

9 – subject check
2 – unwanted subject
4 – trespassing
4 – subject disturbance
8 – transient problem
1 – security check
1 – vandalism
3 – petty theft
2 – possession of drugs
1 – incident
2 – man down
2 – warrant arrest
2 – drunk in public
7 – follow up
3 – information call
1 – grand theft
3 – panhandling
1 – vehicle check
1 – suspicious vehicle
1 – welfare check
1 – POP project
3 – area check
1 – domestic disturbance
1 – felony spousal abuse
1 – keep the peace
1 – possession of drug paraphernalia
1 – battery
1 – hit and run
1 – vehicle burglary
1 – 911 follow up from the store

Attachment 6

Letter of Justification from the Applicant

Have A Snack Valero
Aysar Helo
27767 Baseline St.
Highland CA, 92346

3/7/23

City Of Highland
Angela Tafolla
27215 Base Line
Highland CA,92346

Re: ABC License

Dear Angela,

Per our conversation I am sending you this letter as part of my application to change my existing offsale ABC license from type 20 to type 21. One of the main reasons for this request is for several years my customers had been asking for certain types of alcoholic beverages that we do not carry because of our license type. They would have to drive a few miles into the west highland to get these beverages which is not convenient for them. Most of my customers live in east highland and these beverages are not available in any convenience store in the surrounding area of east highland.
My existing license type19 off sale is the same as the one I am applying for (offsale). The only difference is the new type would allow me to sell additional beverages that I currently don't . having the new type 21 license would help my business to get additional customers that do not shop at my location now.
My existing license is active and in good standing. For over 13 years we had never been given a ticket for under age sales. We make sure that any beverage that is sold is sold legally.

Please attach this letter in your staff report and feel free to contact me if you have any questions or concerns.

Thank you

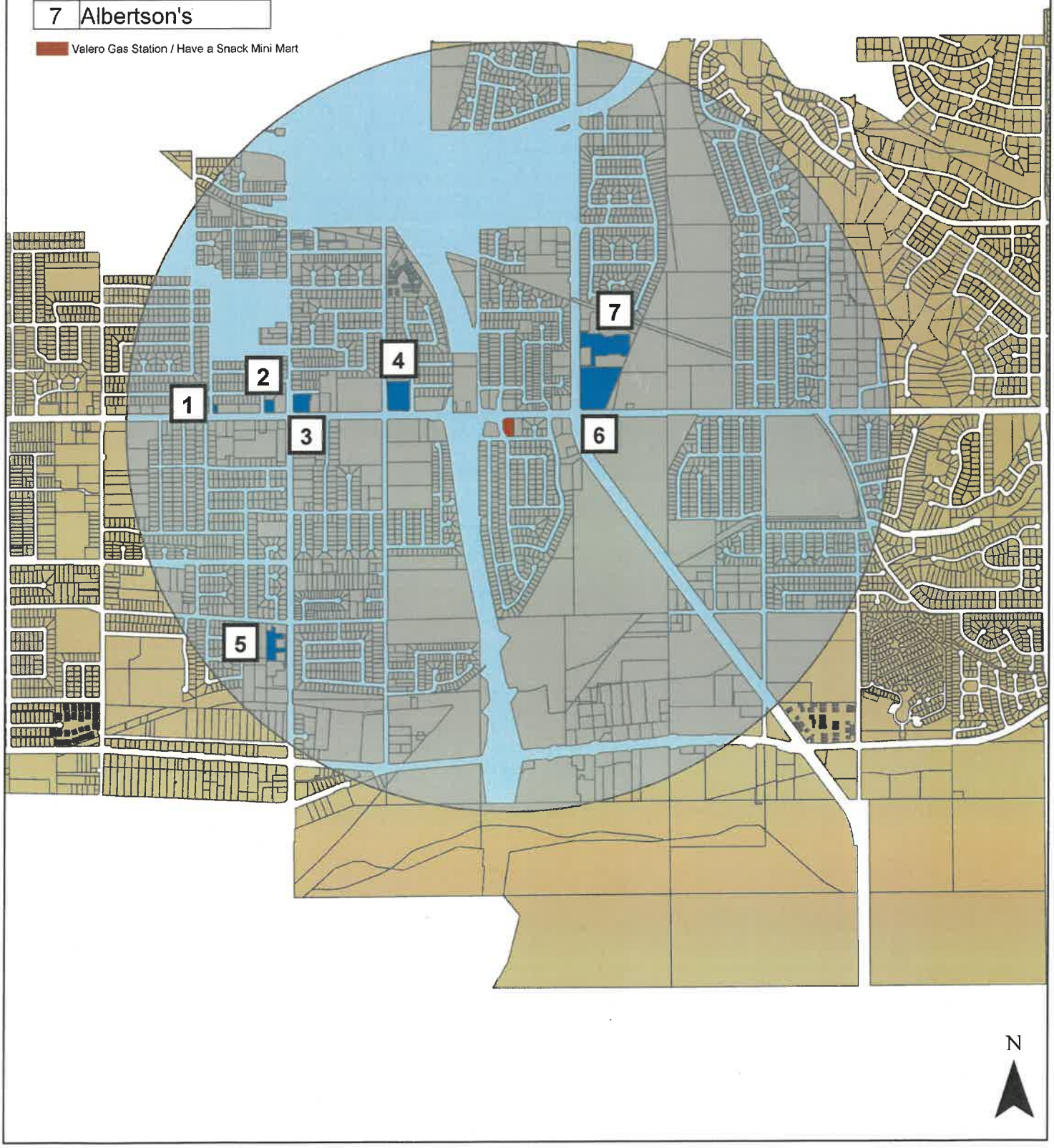
Aysar Helo

Attachment 7

Locations Licensed to sell Distilled Spirits within 1 mile

1	One Stop Liquor
2	Highland Liquor
3	CVS
4	Smart & Final
5	Cee Vee Liquor
6	CVS
7	Albertson's

Valero Gas Station / Have a Snack Mini Mart



Attachment 8

Resolution 2023 – __ for Conditional Use Permit (CUP-23-002)
A. Conditions of Approval

RESOLUTION NO. 2023 - _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT APPLICATION (CUP-23-002) TO UPGRADE THE ALCOHOLIC BEVERAGE CONTROL LICENSE FROM A TYPE 20 (OFF-SALE BEER AND WINE) LICENSE TO A TYPE 21 (OFF-SALE GENERAL) LICENSE FOR AN EXISTING VEHICLE FUELING STATION CONVENIENCE STORE LOCATED AT 27767 BASE LINE (APN NO. 1201-091-61)

APPLICANT: Aysar Helo – Have A Snack

A. RECITALS

1. The Applicant filed an application with the City of Highland to allow a conditional use permit (CUP-23-002) to upgrade the Alcoholic Beverage Control license from a Type 20 (off-sale beer and wine) license to a Type 21 (off-sale beer, wine and distilled spirits) license for an existing vehicle fueling station convenience store located at 27767 Base Line within the Planned Commercial General Plan land use designation and Zoning District.

2. The proposal is a request to update an existing Alcoholic Beverage Control license for a vehicle fueling station convenience store and as specified in the Highland Municipal Code, approval of a conditional use permit by the Planning Commission is required.

3. The approval of this Conditional Use Permit for a Type 21 ABC license will make the previously approved Type 20 ABC license originally approved with the site (CUP-01-001) on July 3, 2001 null and void.

4. On March 21, 2023, the Planning Commission of the City of Highland, conducted a public hearing on the subject application and concluded the hearing on that date.

5. Pursuant to California Environmental Quality Act, the Project is Categorically Exempt per the CEQA Guidelines, Section 15301, Class 1 Existing Facilities. There is no further environmental review required.

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

B. RESOLUTION

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

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

RESOLUTION NO. 2023 - _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT APPLICATION (CUP-23-002) TO UPGRADE THE ALCOHOLIC BEVERAGE CONTROL LICENSE FROM A TYPE 20 (OFF-SALE BEER AND WINE) LICENSE TO A TYPE 21 (OFF-SALE GENERAL) LICENSE FOR AN EXISTING VEHICLE FUELING STATION CONVENIENCE STORE LOCATED AT 27767 BASE LINE (APN NO. 1201-091-61)

APPLICANT: Aysar Helo – Have A Snack

A. RECITALS

1. The Applicant filed an application with the City of Highland to allow a conditional use permit (CUP-23-002) to upgrade the Alcoholic Beverage Control license from a Type 20 (off-sale beer and wine) license to a Type 21 (off-sale beer, wine and distilled spirits) license for an existing vehicle fueling station convenience store located at 27767 Base Line within the Planned Commercial General Plan land use designation and Zoning District.

2. The proposal is a request to update an existing Alcoholic Beverage Control license for a vehicle fueling station convenience store and as specified in the Highland Municipal Code, approval of a conditional use permit by the Planning Commission is required.

3. The approval of this Conditional Use Permit for a Type 21 ABC license will make the previously approved Type 20 ABC license originally approved with the site (CUP-01-001) on July 3, 2001 null and void.

4. On March 21, 2023, the Planning Commission of the City of Highland, conducted a public hearing on the subject application and concluded the hearing on that date.

5. Pursuant to California Environmental Quality Act, the Project is Categorically Exempt per the CEQA Guidelines, Section 15301, Class 1 Existing Facilities. There is no further environmental review required.

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

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated March 21, 2023, which is incorporated herein by this reference, does find and determine the following facts:

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

3. Conditional Use Permit Findings of Fact (CUP-23-002):

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

      Response: The proposed project is to allow an upgrade to the Alcoholic Beverage Control license for an existing vehicle fueling station convenience store with a Type 20 (Off-sale Beer and Wine) license to a Type 21 (Off-sale Beer, Wine and Distilled Spirits) license. The property is within the Planned Commercial General Plan land use designation and Zoning District. The Application has been reviewed by the City and Conditions of Approval have been applied to the Project to ensure compliance with applicable development policies and standards of the City.

   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 is to allow an upgrade to the Alcoholic Beverage Control license from a Type 20 (Off-sale Beer and Wine) license to a Type 21 (Off-sale General) license. The project site is within the Planned Commercial General Plan land use designation and zone and is surrounded by residential uses and commercial uses.

      The applicant believes the establishment of a Type 21 Alcoholic Beverage Control license will better serve the community. The existing business hours shall remain as they are, 6:00 a.m. to 12:00 P.m. Monday through Sunday. The proposed use is permitted within the zoning district subject to approval of a conditional use permit.

      Since the operational characteristics of the business (a convenience store) would remain unchanged, approval of this request would result in the expansion of the items offered for sale to include distilled spirits, contributing to

the economic benefit to the business and the City. The proposal would not impair the integrity or character of the district in which it is to be established.

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

Response: The site currently contains an approximately 3,451 square foot vehicle fueling station and convenience store. As indicated above, the property is within the Planned Commercial (PC) General Plan land use designation and Zoning District and is surrounded by residential and commercial uses. The PC zone is a zone which allows commercial uses, including a convenience store. The subject application has been reviewed in compliance with the Highland Municipal Code and appropriate conditions of approval have been applied to the project.

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

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

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

Response: A vehicle fueling station convenience store with a Type 20 ABC license was previously approved for the site and has operated for many years as a benefit to the surrounding property or community. The proposed upgrade to a Type 21 ABC license is not anticipated to cause any damage or harm to the properties or improvements in the area. The use will not change. It will continue to serve the area's citizens. Should the upgraded license be found to be problematic in the future, the CUP may be revoked upon action by the Planning Commission.

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

Response: This project is Categorically Exempt from environmental proceedings pursuant to Section 15301, Class 1, Existing Facilities, of the California Environmental Quality Act (CEQA) Guidelines, since the proposed project consists of issuance of a license by another agency and an alteration to operational characteristics for an existing non-conforming convenience store use.

5. Based on the findings of fact and conclusions set forth above, the Planning Commission approves CUP 23-002 to upgrade an existing Alcoholic Beverage

Control Type 20 (Off-Sale Beer and Wine) license to a Type 21 (Off-Sale Beer, Wine and Distilled Spirits) License for vehicle fueling station and convenience store, located at 27767 Base Line (APN: 1201-091-61) by adopting the conditions of approval attached hereto and incorporated herein by reference as Exhibit "A".

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 21st day of March 2023.

ATTEST:

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

ATTACHMENT "A"

CITY OF HIGHLAND
PLANNING DIVISION CONDITIONS OF APPROVAL

Date: March 14, 2023

Applicant: Have a Snack

Project No: Conditional Use Permit No. 23-002

Proposal: A proposal to consider the upgrade of an existing Alcoholic Beverage Control License Type 20 (Off-sale Beer and Wine) to a Type 21 (Off-Sale Beer, Wine & Distilled Spirits) to an existing vehicle fueling station and convenience store.

Location: 27767 Base Line (APN: 1201-091-61)

PLANNING CONDITIONS

These conditions of approval represent the Planning Divisions conditions of approval and are meant to be one part of overall conditions of approval that may include, Engineering, Building and Safety, Fire Department, and other agency conditions of approval.

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

1. This Conditional Use Permit approval shall become null and void:

    a. Unless all conditions have been complied with and the occupancy or use of the land or existing structures authorized by such conditional use permit approval has occurred within twelve (12) months from the approval date of said conditional use permit.

    b. Where circumstances beyond the control of the applicant cause delays which do not permit compliance within the time limitation established in this section, the City Planner may grant an extension of time for a period of time not to exceed an additional twelve (12) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit approval. Such application shall be filed together with the city's processing fee, as established by the City Council.

2. This approval is to permit the establishment of a Type 21 Off-Sale Beer, Wine, and Distilled Spirits License for a Bona Fide Public Convenience Store from the State Department of Alcoholic and Beverage Control for an existing Vehicle Fueling Station known as "Have a Snack".

3. The approval of this Conditional Use Permit for a Type 21 ABC license will make the previously approved Type 20 ABC license originally approved with the site (CUP-01-001) on July 3, 2001 null and void.

4. The applicant shall agree to defend, at his sole expense, any action brought against the city, its agents, officers, or employees, because of the issuance of such approval, or in the alternative, to relinquish such approval. The applicant shall reimburse the city, its agents, officers, or employers, for any court costs and attorney's fees which the city, its agents, officers or employees may be required by a court to pay as a result of such action. The city may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant of his obligations under this condition.

5. Any revisions, modifications to the ABC License, as prepared by the State of California Department of Alcoholic and Beverage Control or any modifications to any conditions listed herein, must be submitted to the Planning Division; additional review and approval may be required by the Planning Commission.

6. All requirements of the Department of Alcoholic and Beverage Control shall be complied with and such requirements shall become part of these conditions of approval by reference.

7. "Loitering is Prohibited" signs shall be posted on and around the subject premises. Size and location shall be approved by the property owner and the City of Highland Planning Division.

8. The Applicant shall participate in the City's local business outreach program by annually maintaining in current status, a Trespassing Agreement Authorization Form (Letter of Agency) with the Highland Police Station. The outreach program offers the Applicant the ability to authorize the Highland Police Department to act as their agent to arrest, remove, or advise any person present on the property without their consent or without lawful purpose to leave the property. A copy of the Letter of Agency attached and made a part of this Conditional Use Permit.

9. The sale of alcoholic beverages shall be limited to the hours of 6:00 a.m. to 12:00 a.m. Monday through Sunday. Should there be a desire to extend the hours of operation listed above a revision to the Conditional Use Permit will be required.

10. Should at any time, the ABC License issued to the applicant by the State of California be surrendered or abandoned, this Conditional Use Permit shall automatically become null and void.

TRESPASS AGREEMENT
AUTHORIZATION
TO ACT AS AN AGENT
-LETTER OF AGENCY-

San Bernardino County Sherriff's Department / Highland Police Station

26985 Baseline, Highland, CA 92346

Dispatch: 909-387-8313 24-HOUR ASSISTANCE

Office: 909-425-9793
Monday—Friday 8:00AM—5:00PM

REPORT TRESPASSING AT ANY TIME BY CONTACTING THE HIGHLAND POLICE DISPATCH STATION.

AUTHORIZATION BY OWNER OR PROPERTY MANAGEMENT:

ADDRESS OR APN OF REGISTERED PROPERTY:

Property Owner Information:

Point of Contact:
Address:
City, State, Zip:
24-Hour Contact Phone Number:
Email Address:

Property Management Information:

Name of Property Management Agent or Agency:
Address:
City, State, Zip:
24-Hour Contact Phone Number:
Email Address:

I am authorizing the San Bernardino County Sheriff's Department (SBCSD) Highland Police Department to act as my agent to arrest, remove, or advise any person present on the property without lawful business, and/or permission to be present on the premises. It is also understood the Highland Police Department (SBCSD) will act as my agent in my absence and/or "after closing hours" in these matters. The Highland Police Department SBCSD will be empowered under this agreement to enforce sections 602(o), 555 of the California Penal Code (PC), or other violations that occur upon my premises in my absence.

I certify that the property listed above is closed to the public and or posted as required by in section 602(o) PC. I further understand that I may be called on to sign a complaint under this section, and agree to testify in court if necessary.

I understand this letter is valid for a maximum period of one year (365 days) and it is my responsibility to renew the "Letter of Agency" or cancel it by written request.

(Signature of Property Owner) (Signature of Property Manager) **DATE:**

SHERIFF'S DEPARTMENT / HIGHLAND POLICE USE ONLY:

Briefed: _____ **Copy to W/C:** _____ **Expires:** _____

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: March 21, 2023

FROM: Lawrence A. Mainez, Community Development Director

REVIEWED BY: Kim Stater, Assistant Community Development Director

PREPARED BY: Ash Syed, Associate Planner

SUBJECT: Conditional Use Permit (CUP 22-008) for the development of a vehicle fueling station, convenience store, and carwash requiring a General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from to Industrial (I) to Business Park (BP). Related entitlements include Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), Design Review Application (DRA 21-019) for a site plan, building elevations, conceptual landscape plan, grading plan, and Mitigated Negative Declaration (ENV 23-002).

LOCATION: Northeast corner of Palm Avenue and 5th Street
Assessor's Parcel Numbers: 1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: Harikrishna Gas, Inc.

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

1. Adopt Resolution No. 2023-____ certifying the Mitigated Negative Declaration (ENV 23-002), and direct Staff to file a Notice of Determination with the County Clerk of the Board;

2. Adopt Resolution No. 2023-____ approving General Plan Amendment (GPA 22-001) to change the land use of the site from Industrial (I) to Business Park (BP), subject to the Findings of Fact;

Approved _____	Motion _____	Second _____	Agenda Item No. 3
Denied _____	Ayes _____		
	Noes _____		File No. _____
Continue _____	Abstain _____		
	Absent _____		

Recording Secretary

Community Development Director

3. Introduce Ordinance No.____ approving Zone Change (ZC 22-001) to change the zoning designation of the site from Industrial (I) to Business Park (BP), subject to the Findings of Fact;

4. Adopt Resolution No. 2023-____ approving Conditional Use Permit (CUP 22-008) for the development of a vehicle fueling station, convenience store, and carwash, subject to the Conditions of Approval and the Findings of Fact;

5. Adopt Resolution No. 2023-____ approving Design Review Application (DRA 21-019) for the project's Site Plan, Building Elevations, Grading Plan and Conceptual Landscape Plan, subject to the Conditions of Approval and the Findings of Fact; and

6. Adopt Resolution No. 2023-____ approving Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), subject to the Conditions of Approval and the Findings of Fact.

FISCAL IMPACT: The Applicant submitted the required deposit fee for processing a Conditional Use Permit, Tentative Parcel Map, General Plan Amendment, Zone Change, and Design Review Application. Staff time spent working on the applications will be charged to this deposit.

PUBLIC NOTICE: As required by City Council Resolution, notice of the public hearing was posted at the City's three designated posting locations. The notice was posted on the City's website, mailed to property owners within 300 feet of the project site and to parties requesting notice. The notice was published in the San Bernardino Sun Newspaper on March 10, 2023. No further notice is required.

DESCRIPTION OF THE SITE: The proposed site is currently comprised of seven (7) parcels, accessible from Meines Court to the north, 5th Street to the south, and Palm Avenue to the west. While six (6) of the parcels have remained vacant since prior to the City's incorporation, the parcel at the northeast corner of the site was previously used as a contractor's storage facility. The equipment on the site will be removed prior to the start of construction (Exhibit A – Area Map).

The overall vicinity is relatively flat, sloping gradually to the southwest. The site itself is zoned for Industrial (I) uses, as this portion of the 5th Street Corridor is geared toward more intense, trucking-related uses. Further, the general area envisions undeveloped

parcels to be built out with commercial and industrial uses that align with the vision for the 5th Street Corridor, which spans from Church Avenue to Tippecanoe Avenue.

"With its strategic location between SBIA and the SR-3/I-210 corridor, the 5th Street Corridor represents an excellent opportunity to capture some of this potential employment growth. To position Highland to take advantage of this increased demand, the Land Use Plan for the 5th Street Corridor is dominated by Business Park and Industrial land uses". (Exhibit B – General Plan Excerpt of 5th Street Corridor).

Surrounding Land Uses

North: Vacant Parcel / Contractors Storage Yard
South: ARCO Gas Station and Carwash
East: Semi-Truck/Trailer Parking Facility
West: Farmer Boys Restaurant / KCB Towers Industrial

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

PROJECT REVIEW:

The Applicant is seeking to develop a vehicle fueling station at the proposed site. Its current Industrial (I) land use and zoning designations do not permit this use. Because the lite is located at a major intersection with similar retail related uses, the Applicant is seeking a change to Business Park (BP), which would allow a fueling station upon approval of a Conditional Use Permit.

General Plan Amendment

Per the Highland General Plan Land Use Element, *"the Business Park designation allows for a variety of light industrial, research and development, and office uses that provide pleasant and attractive working environments. The designation also allows business support services, anchor retail developments and individual commercial uses that support the employees and clientele of the area."* In comparison, *"The primary purpose of areas designated Industrial is to provide for light industrial, research and development, and office uses for firms seeking an attractive and pleasant working environment and an advantageous location with proximity to the San Bernardino International Airport and freeway access."* The two land use designations envision a rather similar type of buildout with light industrial projects.

Zone Change

In concurrence with the General Plan Land Use Designation, the seven (7) parcels are currently zoned Industrial (I). Per Goal 2.13 of the Highland General Plan Land Use Element, *"the 5th Street Corridor represents an excellent opportunity to capture potential employment growth. To position Highland to take advantage of this increased demand, the Land Use Plan for the 5th Street Corridor is dominated by Business Park and Industrial land uses"*. Both Business Park (BP) and Industrial (I) uses are similar in nature and intensity, and per Section 16.24 of the Highland Municipal Code, share the majority of permitted uses. Further, the properties located at the three (3) other corners of the Palm Avenue and 5th Street intersection are each zoned for Business Park (BP) uses with the southeast and southwest corners already featuring fueling station uses. Staff supports the proposed Zone Change (ZC 22-001) from Industrial (I) to Business Park (BP), a zone in which this fueling station will be permitted.

Conditional Use Permit

Site Plan

The proposed layout of the site consists of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, a 4,620 square foot convenience store building, and twenty-two (22) passenger vehicle parking spaces.

Per the Highland Municipal Code Section 16.24.040 Business Park development standards, the project is subject to a 20-foot setback area along each side of the property. Additionally, where onsite parking is proposed within the dedicated landscaped setback area, the portion may be split into 10-feet of landscaping at the property line and an additional 10-feet of landscaping along the building front. The proposed site design satisfies said criteria with a 20-foot fully landscaped setback along the property boundary to the north, the property boundary to the west, and along the 5th Street frontage to the south. The landscaping along the Palm Avenue frontage to the west has a split landscaping arrangement. Existing curb and gutter around the perimeter of the site will be modified to accommodate the new drive access ramps and the project will also include the construction of on-site and off-site improvements to utilities, storm drain facilities, irrigation, hardscape, trash enclosures, as well as perimeter walls and gates (Exhibit C – Site Plan).

Access

There are three (3) points of access proposed on the site; one (1) from Meines Court to the north, one (1) from 5th Street to the south, and one (1) from Palm Avenue to the west. The access from Meines Court will be mainly ingress for semi-trucks accessing the diesel fuel pumps. The trucks will exit the site onto 5th Street to the

south. Both the Palm Avenue and 5th Street accesses will however allow both right and left turns into and out of the property for all passenger vehicles.

Parking

The Municipal Code requires convenience stores to provide one (1) parking space per 250 square feet of interior floor area. Further, City Ordinance No. 456 requires all vehicle fueling stations to provide one (1) DC fast charging space per eight (8) fueling pumps. With the nine (9) total fuel pumps proposed on this site, the development would be required to provide twenty-one (21) total spaces:

Proposed Use:	Size	Parking Ratio	Parking Required	Parking Proposed
Convenience Store	4,620 sf	1 space / 250 sf	19	20
EV Charging	-	1 space / 8 pumps	2	2
Total	4,620 sf	-	**21**	**22**

There are twenty-two (22) spaces proposed on the site; seventeen (17) of which are standard, two (2) DC fast charging EV spaces, two (2) vehicle vacuum stations, and one (1) dedicated to ADA accessibility.

Signs

The Applicant has proposed two (2) 7-foot tall monument signs as part of the proposed development. The first will be located at the entrance to the site along 5th Street. This sign will feature the fueling station name and logo, once a tenant has been confirmed, the carwash name plate, as well as pricing for both gasoline and diesel fuel. The second sign will be located along Palm Avenue, just north of the 5th Street intersection. This sign will feature the same information. With regard to the building mounted signage, the Applicant has not determined size or sign area limits as there is no confirmed fueling station or carwash tenant as of yet. Once a tenant has been confirmed, the Applicant will submit elevations and a completed Sign Program application in the future for Planning Commission review.

Design Review Application

Elevations

The convenience store building and attached carwash is a traditional urban type structure, 84' x 55' and 52' x 26'8" in footprint, respectively. At twenty-two (22) feet in height, the exterior has a typical stucco finish with brick accent cladding all around the bottom half of building. The primary color of the stucco will be a "Sunny Days" tan tone while the accent popouts and perimeter trim along the rooflines will be a

"Warm Sienna" light brown. The doors and windows will be dual paned glass finished in a black anodized metal trim (Exhibit D – Elevations).

The two (2) fueling canopies on the site, 94' x 43' and 70' x 36' in footprint for the gasoline and diesel pumps, respectively, are both proposed with a height of nineteen (19) feet, the industry standard. As mentioned, there is no confirmed fueling tenant as of yet. Once a tenant has been confirmed, corresponding signage along with branding on the fuel canopies and fuel pumps will be submitted as part of the Sign Program for the Planning Commission's review.

Trash Enclosure

A trash enclosure is located at the northern end of the site, just north of the carwash exit. Measuring 176 square feet, the enclosure will be finished with the same "Sunny Days" tan and "Warm Sienna" light brown stucco as the convenience store and carwash. Steel gates and steel roof covering and will be conditioned to comply with the City's most current design criteria.

Gas Station Development Standards

According to the City of Highland Municipal Code, proposed fueling stations and fuel canopies must satisfy additional design criteria in regard to setbacks, screening, and onsite paving. The subject site features 315 feet of street frontage along Palm Avenue approximately 154 feet of street frontage along 5th Street, satisfying the minimum requirement of 100 feet along each abutting street. Once curb cuts are made and drive access onto the site is established, the proposed gasoline and diesel pumps will respectively both be a minimum of 85 feet from the right of way lines along Palm Avenue and 5th Street, satisfying the minimum requirement of 30 feet. Each of the diesel pumps are at least 25 feet from the nearest property line, the eastern boundary, satisfying the minimum distance of 20 feet. Further development standards regarding driveway lengths, distances to the nearest intersection, paving improvements, and onsite amenities, per City Ordinance No. 456, have also been addressed and satisfied by the Applicant.

Photometrics

The Applicant provided a comprehensive photometric and lighting fixture plan that was reviewed by Staff and found to be compliant with the City's established standards (Exhibit E – Photometric Plan).

Conceptual Landscape Plan

The Conceptual Landscape Plan presents a variety of drought-tolerant trees, shrubs and vines, as well as groundcovers will be planted throughout the perimeter of the

site as well as the building footprint. Along the Palm Avenue frontage are a combination of Dwarf Weeping Bottlebush, Blue Flame Agave, and Aloe plants accented by Mauritius Hemp plants spaced accordingly. Along the 5th Street frontage are Slipper, Silver Dollar Plants, Red Yucca, and Mexican Brush Sage for additional variety. Meanwhile, the interior of the parking area, landscape diamonds, and curbside planters feature various shrubs and groundcover that include Australian Willow, Crape Myrle Light Lavender, and Queen Palm Trees, Located along the drive accesses into the site perimeter of the parking area are 24-inch box Drake Elm trees. Lastly, dispersed amongst the landscape planters within the parking lot are Low Boy Bank Catclaw along with Huntington Carpet Rosemary plants for additional floral variety (Exhibit F – Conceptual Landscape Plan). The Conceptual Landscape Plan has been reviewed by the City's Landscape Architect and conditions have been included as part of the Conditions of Approval.

Walls and Fences

The project has been conditioned to construct a six (6) foot CMU block wall along the eastern property boundary as well as the portion of the northern boundary bordering the adjacent business. The 20-foot landscape setback along these walls will soften the exposure.

Tentative Parcel Map

Prior to the development of this site, the Applicant is required to consolidate the seven (7) separate parcels and create one (1) individual parcel in order to construct this vehicle fueling station and carwash. The proposal satisfies the standards established by the Subdivision Map Act as well as the Section 16.68 – Subdivisions, of the Highland Municipal Code, including lot acreage, dimensions, and right-of-way access.

WQMP

There are four (4) separate stormwater basins proposed on the site, each within the landscape buffers along the respective property boundaries of the site. The Conceptual Water Quality Management Plan (WQMP) has been reviewed and approved by the City's Public Works Division which addresses the topography, stormwater collection basins, and proposed water drainage paths for the site. The Site Aerial photo shows the current state of the property as well as the surrounding parcels and boundary walls. The East Valley Water District sewer and water plans provide a map of the sewer and water pipelines for the overall area and the location the lines will feed into the project location.

Grading Plan

The site is relatively flat, sloping down slightly to the southwest. Once graded, the elevation will fall approximately one (1) foot from the northeast to southwest. Gutters and catch basins are located throughout the property bringing runoff water to the stormwater management basin located within each of the landscape planters along each of the respective property boundaries of the site, as mentioned (Exhibit G – Grading Plan). The project site has existing curb, gutter and sidewalk along both the Victoria Avenue and Cypress Street frontages. The project will install necessary curb cuts along Meines Court, Palm Avenue, and 5th Street in compliance with the distance required from the intersection, per the fueling station development standards. The project will also connect to existing water and sewer lines along Palm Avenue and 5th Street.

ENVIRONMENTAL REVIEW: An Initial Study was prepared for the project and potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP).

A Notice of Intent to Adopt a Mitigated Negative Declaration (MND) was circulated through the California State Clearinghouse and made available for public comment between February 6, 2023 and March 8, 2023. The Notice was mailed to surrounding property owners within 300 feet as well as interested agencies and parties at their request. The Notice was also posted on the City's website, outside City Hall, the Sam J. Racadio Library and Environmental Learning Center, and Fire Station #1.

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

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

CONCLUSION: As aforementioned, while the current zoning designation does not permit the development of a fueling station on the proposed location, the General Plan's vision for the 5th Street Corridor includes both Business Park (BP) and Industrial (I) uses to create *"a major employment center and gateway to the San Bernardino International Airport"*. The proposed Zone Change (ZC 22-0001) and General Plan Amendment (GPA 22-001) to change the zoning and land use designations from Industrial (I) to Business Park (BP) will help satisfy Goal 2.13 of the General Plan with the construction of this fueling station on an otherwise vacant site. There is appropriate passenger vehicle and truck access, onsite parking, landscaping, and electric vehicle charging

stations on the site, satisfying vehicular circulation for the site. The exterior elevations of the convenience store and carwash building offer contemporary architectural treatments such as stucco, brick trim, and anodized metal that are consistent with the other two (2) fueling stations located at the other corners of the Palm Avenue and 5th Street intersection. Staff recommends approval of this proposed project, subject to the Conditions of Approval and Findings of Fact.

EXHIBITS:

A) Area Map
B) General Plan Excerpt of 5th Street Corridor
C) Site Plan
D) Elevations
E) Photometric Plan
F) Landscape Plan
G) Grading Plan

ATTACHMENTS:

1) Resolution No. 2023-____ certifying Mitigated Negative Declaration (ENV 22-004)
   Exhibit 1: Final Initial Study/Mitigated Negative Declaration
   Exhibit 2: Mitigation Monitoring and Reporting Program
2) Resolution No. 2023-____ for General Plan Amendment (GPA 22-001)
   Exhibit 1: Existing General Plan Land Use Designation
   Exhibit 2: Proposed General Plan Land Use Designation
3) Resolution No. 2023-____ for Zone Change (ZC 22-001)
   Exhibit 1: Existing Zoning Designation
   Exhibit 2: Proposed Zoning Designation
4) Resolution No. 2023-____ for Conditional Use Permit (CUP 22-008)
   Exhibit 1: Site Plan
   Exhibit 2: Conditions of Approval (CUP 22-008)
   Exhibit 3: Mitigation Monitoring and Reporting Program
5) Resolution No. 2023-____ for Design Review Application (DRA 21-019)
   Exhibit 1: Site Plan
   Exhibit 2: Conditions of Approval (DRA 21-019)
   Exhibit 3: Mitigation Monitoring and Reporting Program
6) Resolution No. 2023-____ for Tentative Parcel Map No. 19209 (TPM 22-006)
   Exhibit 1: Tentative Parcel Map No. 19209
   Exhibit 2: Conditions of Approval (TPM 22-006)

Exhibit A:

Area Map

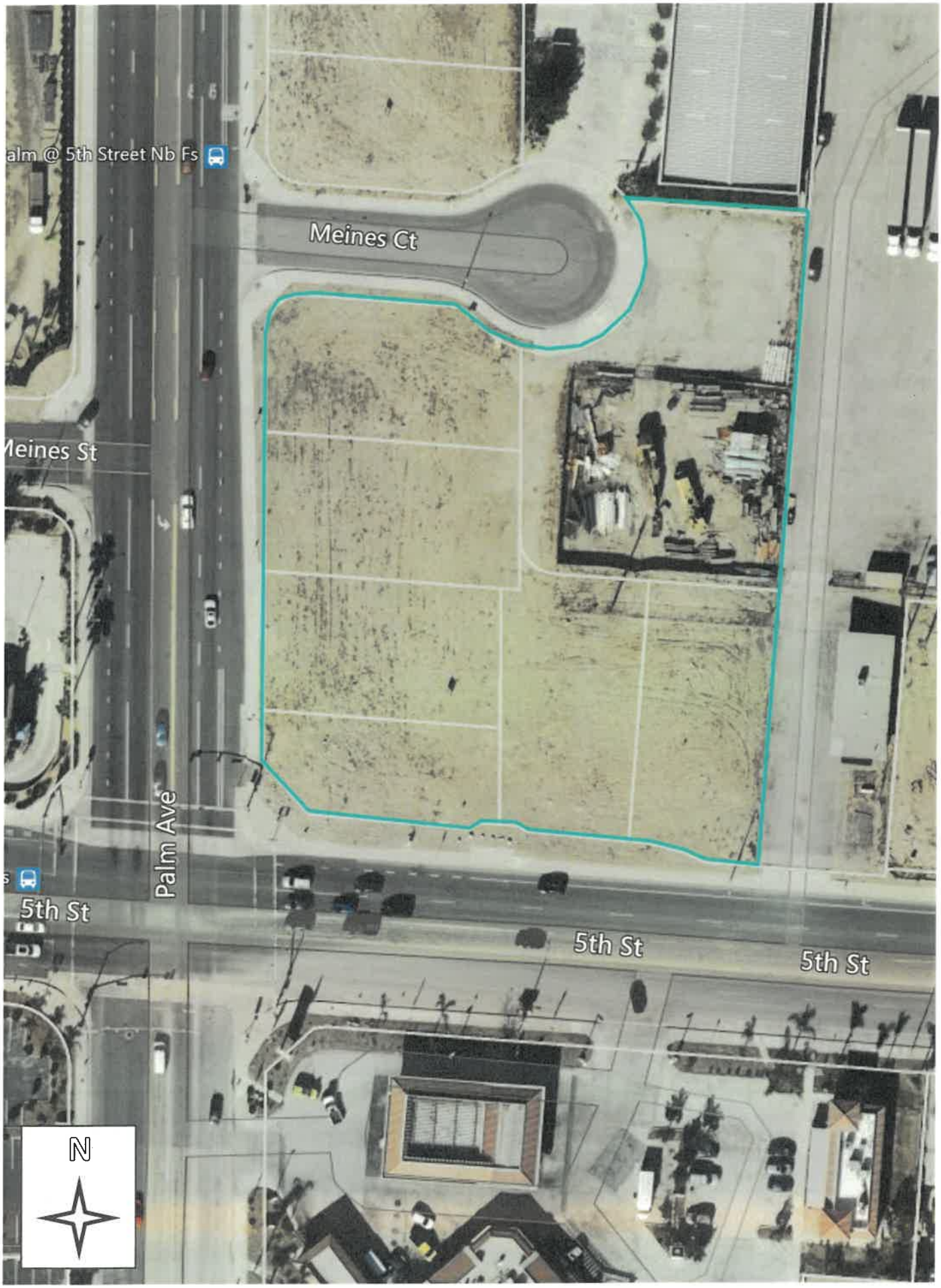

alm @ 5th Street Nb Fs
Meines Ct
Meines St
Palm Ave
5th St
5th St
5th St
N

Exhibit B:

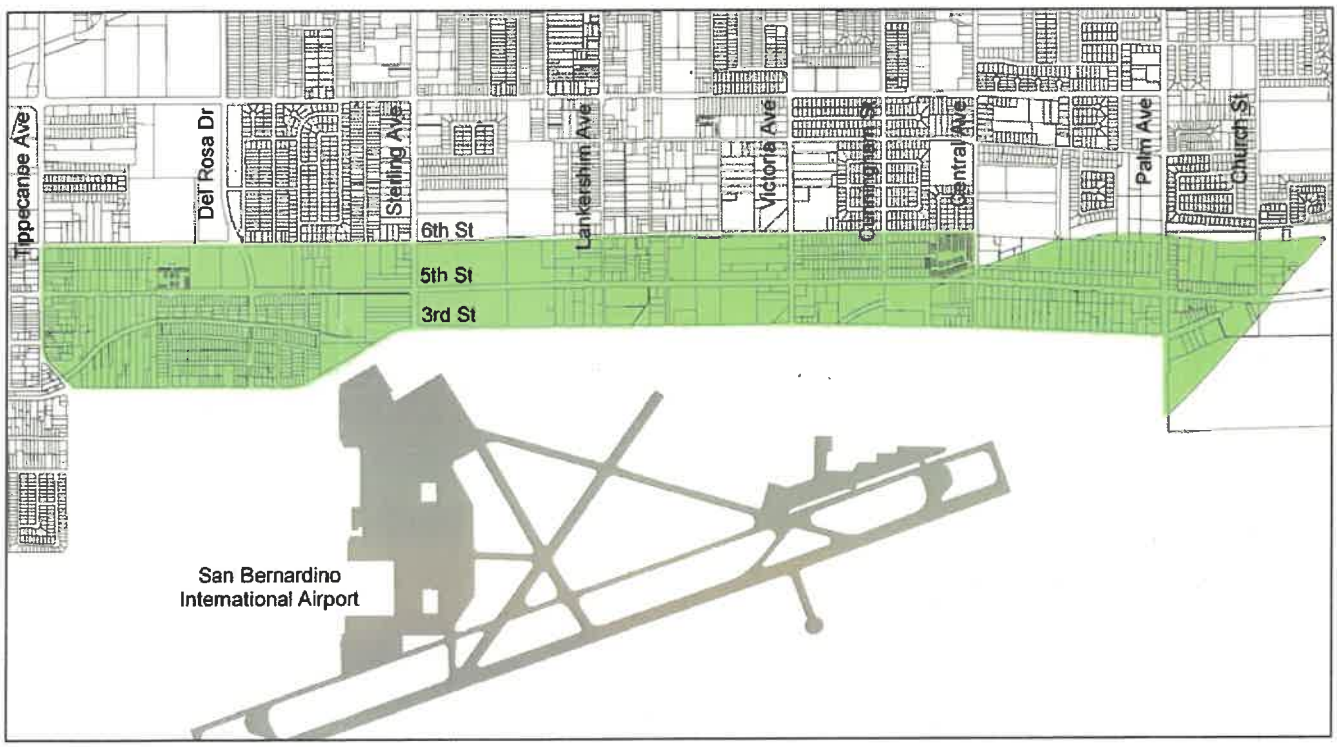
General Plan Excerpt of 5th Street Corridor

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

5th Street Corridor

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

With its strategic location between SBIA and the SR-3/I-210 corridor, the 5th Street Corridor represents an excellent opportunity to capture some of this potential employment growth. To position Highland to take advantage of this increased demand, the Land Use Plan for the 5th Street Corridor is dominated by Business Park and Industrial land uses.



GOAL 2.13

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

Policies

1) Continue to coordinate with the City of San Bernardino and the San Bernardino International Airport Authority for future planning on and around the airport.

2) Continue to plan and promote the 5th Street Corridor as the major industrial entryway into the San Bernardino International Airport.

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

4) Ensure exceptional circulation through adherence to the policies of the Circulation Element.

5) Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.

6) Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor.

7) Ensure quality development through Development Code standards and the Community Design Element policies and guidelines.

8) Until nonconforming residential uses transition out of the area, provide adequate transitions and/or buffers between existing residential neighborhoods and industrial or other incompatible land uses.

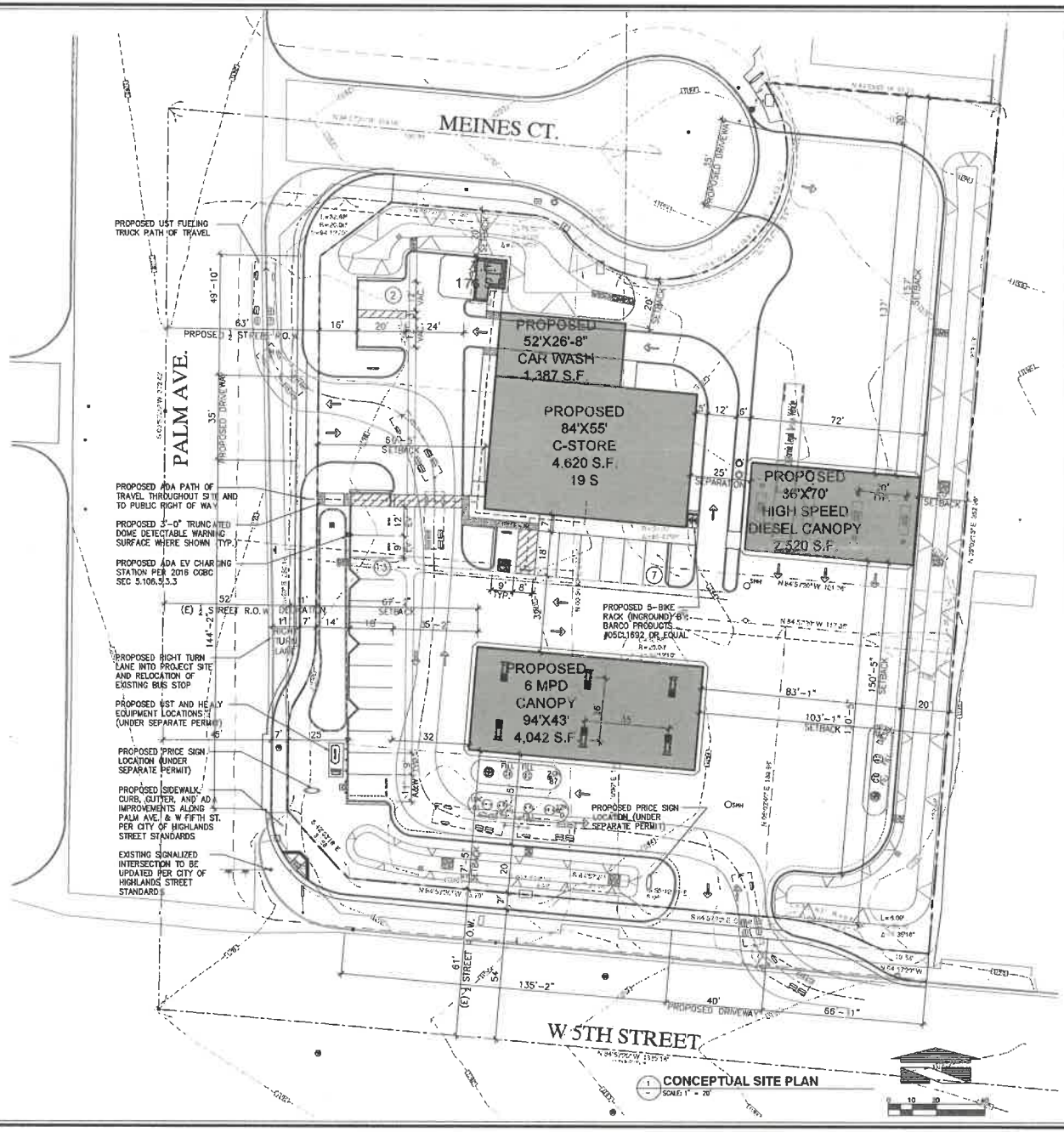
9) Work with San Bernardino International Airport Authority to ensure that future planning activities encourage consistency with adopted City land use plans and minimize impacts on Highland's economic development opportunities and quality of life.

Victoria Avenue Corridor

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

Exhibit C:

Site Plan



1 CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

SITE DATA

ADDRESS:	NEC PALM AVE. & W. 5TH STREET HIGHLAND, CA 92346
APN:	1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14 1201-301-13, & 1201-301-19
LEGAL DESCRIPTION:	TRACT 3202 LOT 6 TRACT NO 3202 ROYAL PALMS TRACT NO 1 LOT 8 TOGETHER WITH THE VAC ALLEY TO THE EAST EXST.
COUNTY:	SAN BERNARDINO
LOT SIZE:	EXISTING: 82,161 S.F. (±1.89 ACRES) PROPOSED: 79,748 S.F. (±1.83 ACRES)
BUILDING AREAS:	C-STORE: 4,620 S.F. CAR WASH: 1,387 S.F. 6 MPD CANOPY: 4,042 S.F. HIGH SPEED DIESEL CANOPY: 2,520 S.F. TRASH ENCLOSURE: 174 S.F.
BUILDING HEIGHT:	MAX HEIGHT: 45'-0"
SITE COVERAGE:	MAX FAR: 30%
CONSTRUCTION TYPE:	V-B/NON-SPRINKLERED
OCCUPANCY'S:	M
SPECIFIC PLAN:	N/A
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	RETAIL / COMMERCIAL
EXISTING ZONE:	I - INDUSTRIAL
PROPOSED ZONE:	BP - BUSINESS PARK
SURROUNDING LAND USE AND ZONING:	NORTH: I - INDUSTRIAL SOUTH: I - INDUSTRIAL EAST: I - INDUSTRIAL WEST: BP - BUSINESS PARK
AIRPORT OVERLAY ZONE:	D - TRAFFIC PATTERN ZONE - LOW RISK LEVEL
PARKING REQUIREMENTS:	C-STORE STALLS: 4 SPACES / 1,000 S.F. (4,620 S.F. / 1,000 S.F.) X 4 = 19 TOTAL REQUIRED: 19 SPACES TOTAL PARKING PROVIDED: 22 (INCLUDED 1 ADA, 2 EVCS, AND 2 VACCUM)
LOT COVERAGE:	BUILDING: 12,745 S.F. (16%) LANDSCAPING: 23,271 S.F. (29%) PAVING: 43,732 S.F. (55%) TOTAL: 79,748 S.F. (100%)
TREES:	NO TREES EXIST

UTILITIES

1. WATER: EAST VALLEY WATER DISTRICT, 31111 GREENSPOT ROAD, HIGHLAND, CA 92346, 909 889-9501
2. SEWER: EAST VALLEY WATER DISTRICT, 31111 GREENSPOT ROAD, HIGHLAND, CA 92346, 909 889-9501
3. GAS: SOUTHERN CALIFORNIA GAS CO., PO BOX 3202, REDLANDS, CA 92373-0997, 909 335-7722
4. ELECTRIC: SOUTHERN CALIFORNIA EDISON, 2887 TENNESSEE STREET, REDLANDS, CA 92373, 909 307-6245
5. TRASH/WASTE: BURREC WASTE INDUSTRIES, INC. CITY OF HIGHLAND, 27215 BASELINE STREET, HIGHLAND, CA 92346, 909-[illegible] EXT. 271

APPLICANT

VIRAJ PATEL
HARIKRISHNA GAS INC.
8202 BELLA VISTA DRIVE
RANCHO CUCAMONGA, CA 91701
PHONE: 909-994-1661
E-MAIL: virdi4321@gmail.com

OWNER

JEAN EDY MATLOCK
TRUSTEE OF EADY TRUST, C/O
PAULA HUMBERT
3380 PUNTA ALTA, #A
LAGUNA WOODS, CA 92637

ARCHITECT / EXHIBIT PREPARER

EMPIRE DESIGN GROUP, INC.
511 N MAIN STREET
LAKE ELSINORE, CA 92530
PHONE: (951) 696-1490
CELL PHONE: (951) 809-7601
E-MAIL: ghann@empiregr.biz
CONTACT: GREGORY HANN, ARCHITECT

PROJECT DESCRIPTION (SOW)

1. THE PROJECT BROKEN UP INTO (7) SEVEN PARCELS TOTALING APPROXIMATELY 1.85 NET ACRES.
2. PROPOSED C-STORE, WITH AN ATTACHED ROLL OVER CAR WASH.
3. PROPOSED 6 - MPD FUELING CANOPY.
4. PROPOSED HIGH SPEED DIESEL FUELING.
5. PROPOSED 22 PARKING STALLS INCLUDING (2) ACURRA, 1 ADA, AND 2 EVCS.
6. OFFSITE IMPROVEMENTS INCLUDE CONSTRUCTION OF CURB, GUTTER, & ON-SITE AREAS, SITE CIRCULATION, LANDSCAPING AND SITE LIGHTING.
7. OFFSITE IMPROVEMENTS INCLUDE CONSTRUCTION OF PALM AVE. DEDICATION, NEW INTERSECTION CONNECTION IS, UPDATED SIGNALIZED INTERSECTION, SIDEWALKS, CURBS AND GUTTERS, AND DRIVEWAY APPROACHES.
8. PROPOSED "ZONE CHANGE" TO BUSINESS PARK.

VICINITY MAP

EMPIRE DESIGN GROUP Inc.
511 N Main St.
Lake Elsinore, CA 92530
951-696-1490
EmpireDesignGroup.biz

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CLIENT:
HARIKRISHNA GAS INC.

COMMERCIAL / RETAIL
NEC PALM AVE. & W 5TH ST.
HIGHLAND, CA 92346

ARCHITECT OF RECORD
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-808-1490
CELL: 951-809-7601
E-MAIL: ghann@empiregr.biz

SEAL
STATE OF CALIFORNIA
GREGORY S. HANN
No. C-33663
LICENSED ARCHITECT
5/30/23

Date: JUNE 13, 2023
Project Number: EDG#24774.01

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GH
CHECKED BY: GH
DRAWN BY: AH

DRAWING TITLE:
ARCHITECTURAL CONCEPTUAL SITE PLAN / COVER PAGE

SHEET NO.
AS 1.0

Exhibit D:

Elevations

KEYED NOTES

1. SIGNAGE NOT A PART, UNDER SEPARATE SUBMITTAL
2. ALUMINUM ENTRANCE AND STOREFRONT SYSTEM
3. CAR WASH TUNNEL, CONTINUOUS THROUGH OTHER SIDE

COLOR LEGEND

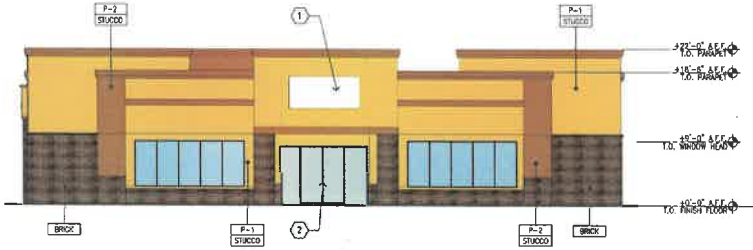
P-1 BENJAMIN MOORE, "SUNNY DAYS – 172", LRV 84.03

P-2 BENJAMIN MOORE, "WARM SIENNA – 0203", LRV 15.00

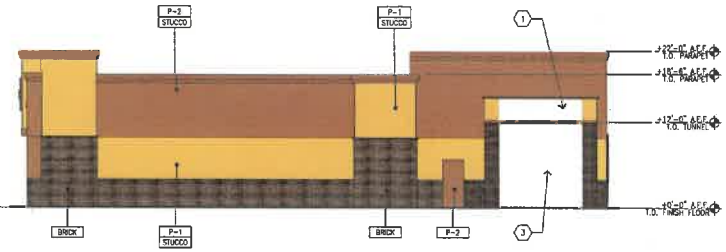
MATERIAL LEGEND

STUCCO 7/8" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS. TEXTURE: FINE SAND FINISH

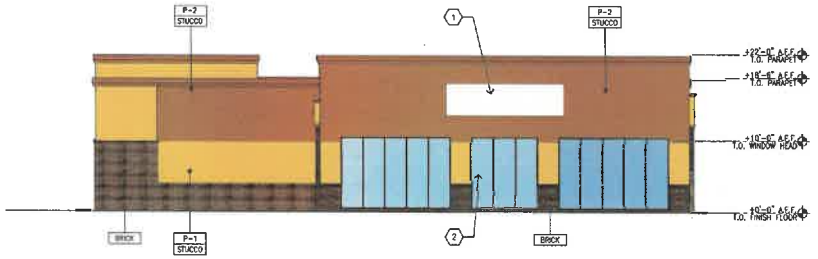
BRICK ELDORADO STONE – TUNDRABRICK "HARTFORD"



A SOUTH C-STORE ELEVATION
SCALE: 1/8"=1'-0"



B EAST C-STORE ELEVATION
SCALE: 1/8"=1'-0"



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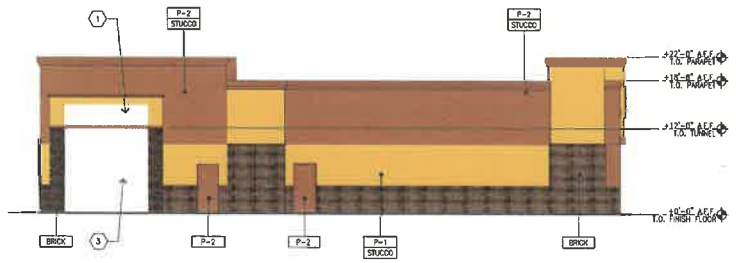

D WEST C-STORE ELEVATION
SCALE: 1/8"=1'-0"

EMPIRE DESIGN GROUP inc
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951-898-1490
EmpireDesignGroup.biz

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SEAL:

STATE OF CALIFORNIA
GREGORY S. HANH
No. C-29663
REN. 8/30/25
LICENSED ARCHITECT

Date: JUNE 13, 2023
Project Number: EDG#04774

NO.	DATE	REVISION DESCRIPTION
1	10-25-23	1ST CUP CORRECTIONS

DESIGNED BY: GH
DRAWN BY: GH
CHECKED BY: AH

DRAWING TITLE:
C-STORE ELEVATIONS

SHEET NO:
A 2.0

KEYED NOTES

1. SIGNAGE NOT A PART, UNDER SEPARATE SUBMITTAL
2. NOT USED
3. CANOPY COLUMNS TYP. OF 8
4. FUELING DISPENSERS TYP. OF 6
5. BUMPER POSTS TYP. OF 6

COLOR LEGEND

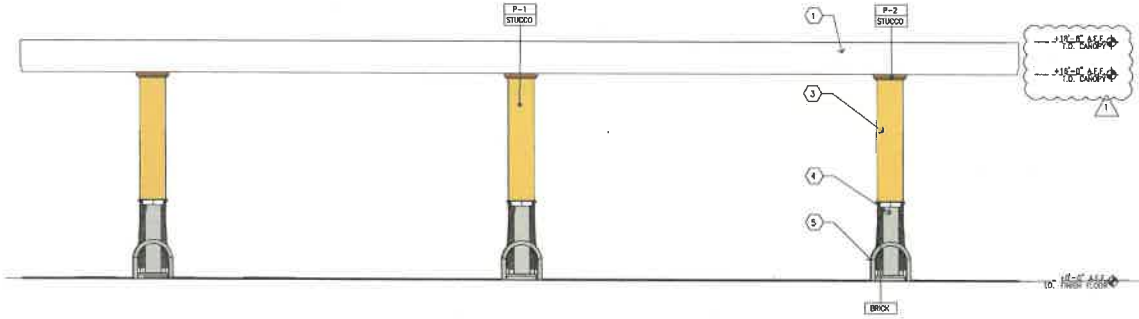
P-1 BENJAMIN MOORE, "SUNNY DAYS – 172", LRV 84.03

P-2 BENJAMIN MOORE, "WARM SIENNA – 0203", LRV 15.00

MATERIAL LEGEND

STUCCO ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

BRICK ELDORADO STONE – TUNDRABRICK "HARTFORD"



A SOUTH 6 MPD CANOPY ELEVATION
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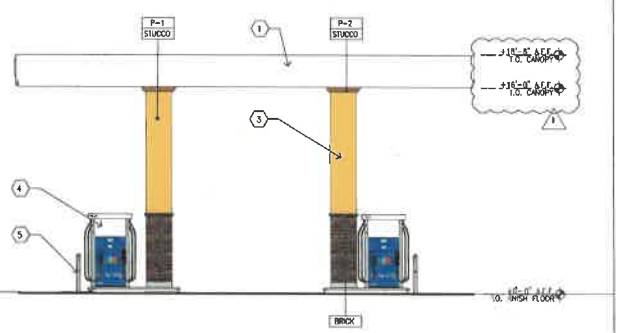
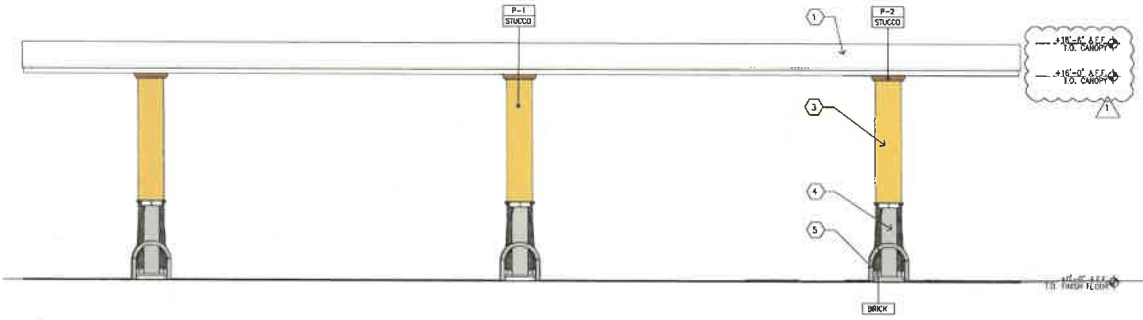


B EAST 6 MPD CANOPY ELEVATION
SCALE: 3/16"=1'-0"



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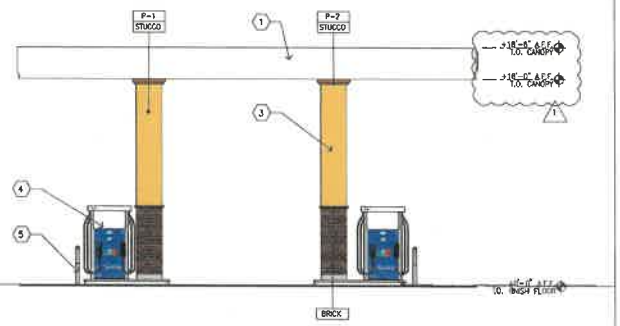

D WEST 6 MPD CANOPY ELEVATION
SCALE: 3/16"=1'-0"

EMPIRE DESIGN GROUP, inc.
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CLIENT:

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CELL: 951-806-7801
E-MAIL: gmann@empiregr.biz

SEAL:

STATE OF CALIFORNIA
REGISTERED ARCHITECT
GREGORY S. MANN
683
EXP. 8/30/23
LICENSED ARCHITECT

DATE: JUNE 13, 2022

Project Number: EDG#04774

NO.	DATE	REVISION DESCRIPTION
1	10-25-22	1ST CUP CORRECTIONS

DESIGNED BY: GH
DECKED BY: GH
DRAWN BY: AH

DRAWING TITLE:

6 MPD
CANOPY ELEVATIONS

SHEET NO:

CA 2.0

KEYED NOTES

1. SIGNAGE NOT A PART, UNDER SEPARATE SUBMITTAL
2. NOT USED
3. CANOPY COLUMNS TYP. OF 8
4. FUELING DISPENSERS TYP. OF 6
5. BUMPER POSTS TYP. OF 8

COLOR LEGEND

P-1 BENJAMIN MOORE, "SUNNY DAYS - 172", LRV 54.03

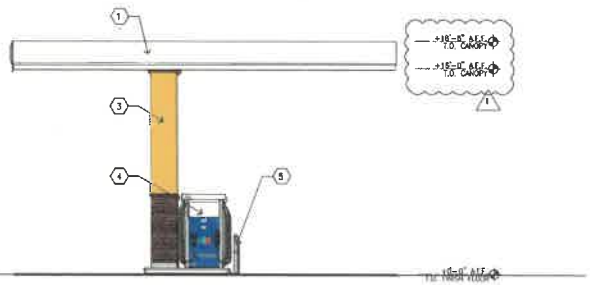
P-2 BENJAMIN MOORE, "WARM SIENNA - 0203", LRV 15.00

MATERIAL LEGEND

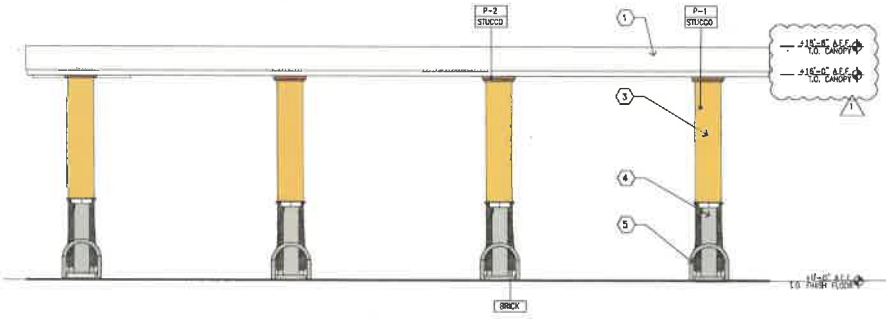
STUCCO 3/4" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH

BRICK ELDORADO STONE - TUNGRABRICK "HARTFORD"

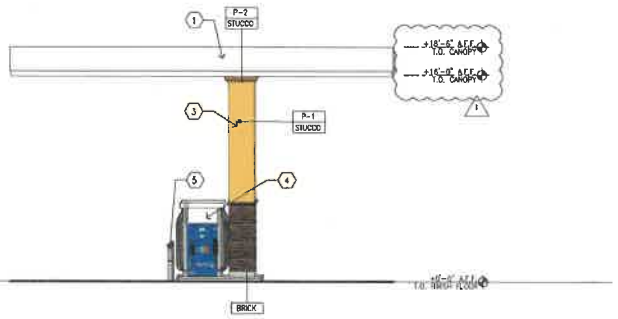
A SOUTH HIGH SPEED DIESEL CANOPY ELEVATION
SCALE: 3/16"=1'-0"



B EAST HIGH SPEED DIESEL CANOPY ELEVATION
SCALE: 3/16"=1'-0"



C NORTH HIGH SPEED DIESEL CANOPY ELEVATION
SCALE: 3/16"=1'-0"



D WEST HIGH SPEED DIESEL CANOPY ELEVATION
SCALE: 3/16"=1'-0"

EMPIRE DESIGN GROUP Inc.
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951-699-1490
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E-MAIL: ghann@empiregr.biz

SEAL

STATE OF CALIFORNIA
GREGORY S. HANN
No. C-36663
REN. 9/30/23
LICENSED ARCHITECT

Date: JUNE 13, 2022
Project Number: EDG#04774

NO.	DATE	REVISION DESCRIPTION
1	10-21-22	1ST CUP COMMENTS

DESIGNED BY: GH
DRAWN BY: GH
CHECKED BY: AH

DRAWING TITLE:
HIGH SPEED DIESEL CANOPY ELEVATIONS

SHEET NO:
DCA 2.0

Exhibit E:

Photometric Plan

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	3	3M-1	SINGLE	1.000	9600	72	OSQM-B-11L-50K9-3M-UL-NM-__ w/OSQ-ML-B-DA-__
	2	3M-2L	SINGLE	1.000	2490	19	XSPW-B-WM-3ME-2L-50K-UL-__
	4	4M-1	SINGLE	1.000	9600	72	OSQM-B-11L-50K9-4M-UL-NM-__ w/OSQ-ML-B-DA-__
	3	SQ-1	SINGLE	1.000	10125	72	OSQM-B-11-50K7-SQ-UL-NM-__ w/OSQ-ML-B-DA-__
	33	C	SINGLE	1.000	10200	81	CPS-13L-50K9-DF-UL-WH-10V-HZ

Calculation Summary (Footcandles calculated using predicted lumen values @ 50K hrs of operation)

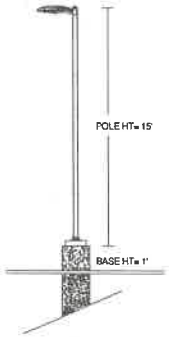
Label	Units	Avg	Max	Min	Avg/Min	Max/Min
CANOPY	Fc	26.32	37	18	1.57	2.06
DEISEL CANOPY	Fc	32.82	43	22	1.49	1.95
PAVED PARKING	Fc	3.25	11.8	0.7	4.64	16.86
SITE	Fc	0.51	25.1	0.0	N.A.	N.A.

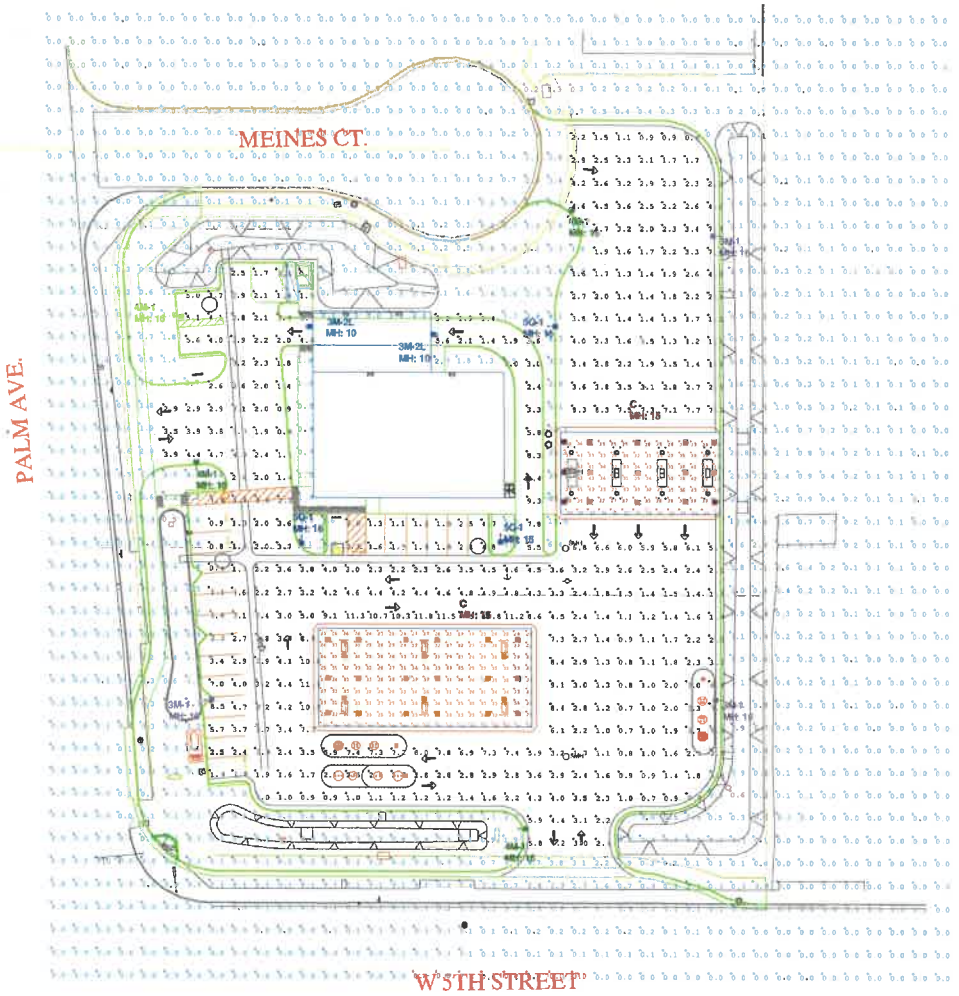
Pole Schedule
(10) SSS-4-11-15-CW-BS-1D-C-XX (15' X 4" X 11ga STEEL SQUARE POLE)
Proposed poles meet 140 MPH sustained winds.

Additional Equipment:
(10) OSQ-ML-B-DA-XX (DIRECT ARM MOUNT)

*** CUSTOMER TO VERIFY ORDERING INFORMATION AND CATALOGUE NUMBER PRIOR TO PLACING ORDER ***

OSQ Area Luminaire





CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
9201 Washington Ave, Racine, WI 53406 https://creelighting.com - (800) 236-6800

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used in conjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting or energy code.

Project Name: NEC Palm and 5th Gas Retail Development; EDG#4774.01

CASE # 00501746 | Footcandles calculated at grade | Filename: BM220616NECPLS.AGI

Layout By: LINDA SCHALLER

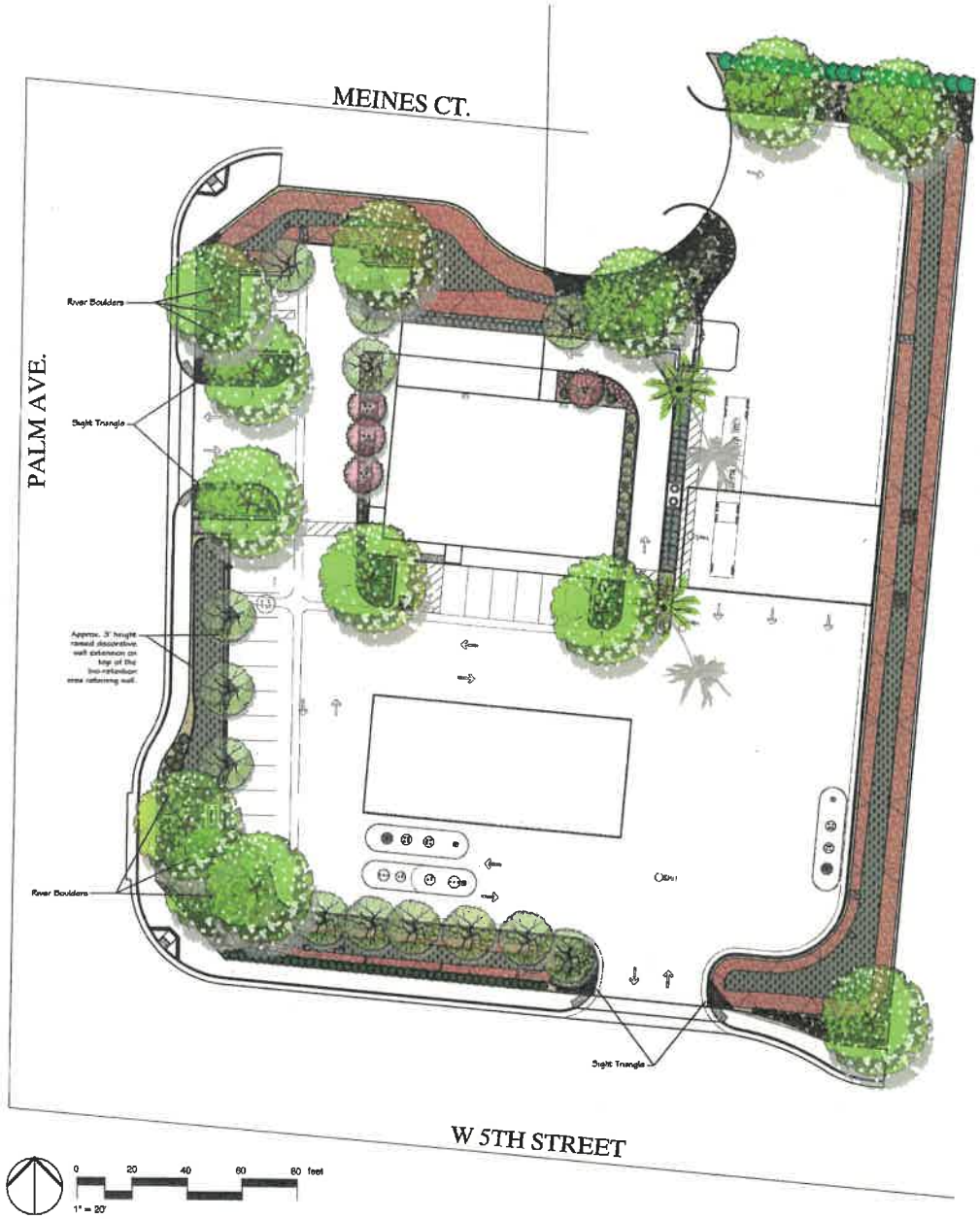
Date:6/16/2022

Scale 1" = 25'

0 50 100

Exhibit F:

Landscape Plan



PLANT SCHEDULE

TREES	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY	REMARKS
	GEI PAR	Geijera parviflora	Australian Willow	24"box	13	WUCOLS REG. 4 - M
	LAG MUS	Lagerstroemia x 'Muskogee'	Crape Myrtle light lavender	24" Box	4	WUCOLS REG. 4 - M
	ULM DRA	Ulmus parvifolia 'Drake'	Drake Elm	24"box	13	WUCOLS REG. 4 - M
PALM TREES	**CODE**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**QTY**	**REMARKS**
	ARE ROM	Arecastrum romanzoffianum	Queen Palm	Min. 15' B.T.H.	2	WUCOLS REG. 4 - M
SHRUBS	**CODE**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**QTY**	**REMARKS**
	ACA LOW	Acacia redolens 'Low Boy'	Low Boy Bank Catclaw	5 gal.	46	WUCOLS REG. 4 -L
	AGA BL3	Agave x 'Blue Flame'	Blue Flame Agave	5 gal	72	WUCOLS REG. 4 - L
	ALO A12	Aloe x 'Always Red'	Aloe	5 gal	267	WUCOLS REG. 4 - L
	ANI JOE	Anigozanthos x 'Pink Joey'	Pink Joey Kangaroo Paw	5 gal	129	WUCOLS REG. 4 - L
	ARB COM	Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	5 gal	21	WUCOLS REG. 4 - L
	CAL DWA	Callistemon viminalis 'Little John'	Dwarf Weeping Bottlebrush	5 gal	71	WUCOLS REG. 4 - M
	CRA RIP	Crassula arborescens 'Ripple Jade'	Silver Dollar Plant	3 gal	89	WUCOLS REG. 4 - L
	CUP TIN	Cupressus sempervirens 'Tiny Tower' TM	Tiny Tower Italian Cypress	15 gal	10	WUCOLS REG. 4 - L
	ELA FRU	Elaeagnus pungens 'Fruitlandii'	Silverberry	5 gal	58	WUCOLS REG. 4 - L
	FUR MED	Furcraea foetida 'Mediopicta'	Mauritius Hemp	15 gal	19	WUCOLS REG. 4 - L
	HES PAR	Hesperaloe parviflora	Red Yucca	5 gal	39	WUCOLS REG. 4 - L
	KNI FLA	Kniphofia uvaria 'Flamenco'	Flamenco Red Hot Poker	1 gal	144	WUCOLS REG. 4 - L
	MAN JAG	Mangave x 'Jaguar'	Mangave	5 gal	25	WUCOLS REG. 4 - L
	PED MAC	Pedilanthus macrocarpus	Slipper	5 gal	30	WUCOLS REG. 4 - L
	ROS HUN	Rosmarinus officinalis 'Huntington Carpet'	Huntington Carpet Rosemary	5 gal	93	WUCOLS REG. 4 - L
	SAL MID	Salvia leucantha 'Midnight'	Mexican Bush Sage	5 gal	16	WUCOLS REG. 4 - L
SHRUB AREAS	**CODE**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**QTY**	**REMARKS**
	JUN ELK	Juncus patens 'Elk Blue'	Spreading Rush	1 gal	24" o.c.	1,286	WUCOLS REG. 4 - M BIO - 3 Vegitated Swale
	MUH PI2	Muhlenbergia capillar e 'Pink Flamingos'	Pink Flamingo Muhly Grass	1 gal.	36" o.c.	611	WUCOLS REG. 4 - L
	SEN VI2	Senecio vitalis	Blue Chalk Fingers	1 gal.	18" o.c.	79	WUCOLS REG. 4 - L
GROUND COVERS	**CODE**	**BOTANICAL NAME**	**COMMON NAME**	**SIZE**	**SPACING**	**QTY**	**REMARKS**
	CA GOLD	California Gold	Ornimental Rock	3/4" Minus		8,837 sf	or Approved Eq. - Use Local Supply Install on 4 oz. Weed Fabric - Dewitt or Approved Eq.
	BARK	Forest Bark Mulch	Bark	None		1,037 sf	3" Min. Depth
	RIV COB	River Cobble		6" Minus		1,029 sf	Mix 4" - 8" with 2" Smooth River Rock Use Local Supply Install on 4 oz. Weed Fabric - Dewitt or Approved Eq.
		River Boulder - Various Sizes					

Notes:
1. The Landscape Contractor to obtain a soils test from a qualified soils testing laboratory and amend the soils as recommended by the soils recommendations PRIOR to installation of plants. The soils test results must be presented to the municipality to obtain Certificate of Occupancy.
2. All plantings and irrigation shall be maintained by the property owner and in any case where a required planting has not survived the property owner shall be responsible for replacement with equal or better plant materials.
3. Minimum 3" depth bark mulch shall be installed in planter areas.

Irrigation Regime:
A fully automatic, water efficient drip irrigation System will be installed for the entire project. The irrigation controller features will include:
*Dial based self adjusting station run time
*Multiple program capabilities
*Multiple repeat cycle capabilities
*Flexible calendar program

Landscape Area Calculations:
Project Site Area:
79,746 S.F. / 1.83 Acres
Required Landscape Area (15% of Site):
11,962 S.F. / .27 Acres
Provided Landscape Area:
17,023 S.F. / .39 Acres

EGLA
LANDSCAPE ARCHITECTURE, Inc. ASLA
CALIFORNIA REGISTERED LANDSCAPE ARCHITECT # 5018, #6218
NEVADA REGISTERED LANDSCAPE ARCHITECT #455
ARIZONA REGISTERED LANDSCAPE ARCHITECT #59734
340 Lookout Avenue
Oceanside, CA 92057
P: 760-529-0241
F: 760-529-0241
E: egla01@sbcglobal.net

REVISIONS

Contractor shall verify and be responsible for all dimensions and conditions on the job, and shall notify the office of EGLA Landscape Architecture of any errors, discrepancies or omissions from the drawings before proceeding with any construction. Written dimensions shall have precedence over scaled dimensions. Shop drawings shall be submitted to the office for approval before proceeding with any fabrication.
All designs, ideas and information shown on these drawings and specifications are and shall remain the property of EGLA Landscape Architecture. No part thereof shall be copied, disclosed to others or used in connection with any work or project other than the specific project for which they have been prepared and developed without the written consent of EGLA Landscape Architecture, Inc. Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions.

REGISTERED LANDSCAPE ARCHITECT
ERIC E. GRIFF
3238
Signature
Renewal Date
2/28/23
STATE OF CALIFORNIA

PRELIMINARY
NOT FOR CONSTRUCTION

DEVELOPER:
Harikrisha Gas Company

PROJECT:
COMMERCIAL / RETAIL DEVELOPMENT
NEC Palm Avenue and West 5th Street
Highland, CA 92346

SHEET DESCRIPTION
Conceptual Landscape Plan

DATE: 11/01/22
SCALE: 1" = 20'
DRAWN BY: Eric Griff
SHEET NUMBER

PRL-1 of 1

Exhibit G:

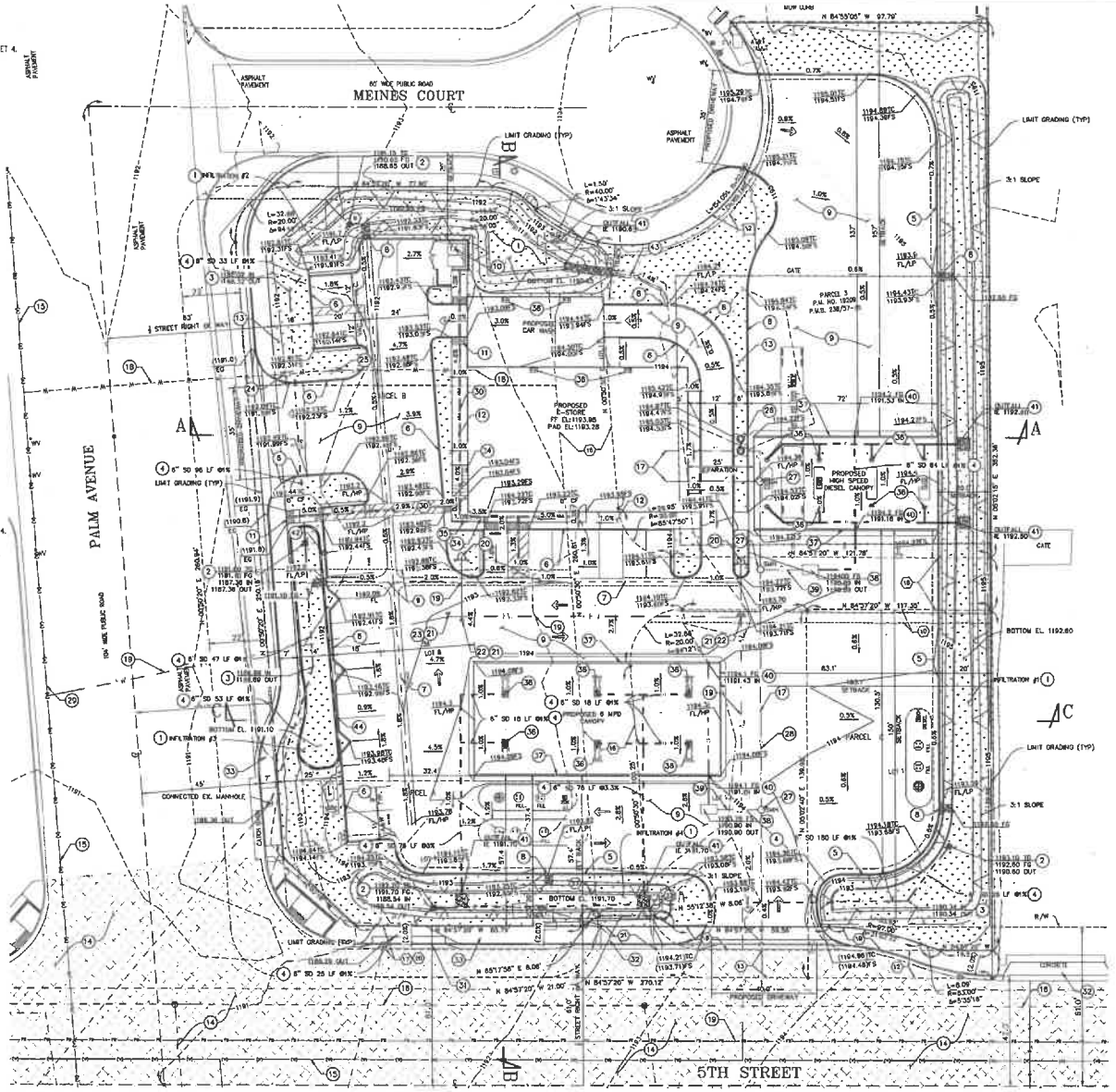
Grading Plan

PRELIMINARY CONSTRUCTION NOTES:

1. PROPOSED INFILTRATION AREA DETAIL 1 SEE SHEET 4.
2. PROPOSED SWALEGARD 9"X9" GRATE INLET CATCH BASIN PER DETAIL 2 SEE SHEET 4.
3. PROPOSED 6" PVC CLEAN OUT.
4. PROPOSED 6" PVC (SDR 35) STORMDRAIN PIPE.
5. PROPOSED 6" CURB & GUTTER PER CITY OF HIGHLAND STD. NO. 202.
6. PROPOSED 6" CURB PER CITY OF HIGHLAND STD. NO. 201.
7. PROPOSED 3' RIBBON GUTTER PER DETAIL 3 SEE SHEET 4.
8. PROPOSED 3' CUT CURB AND APRON PER DETAIL 2 SEE SHEET 4.
9. PROPOSED CONCRETE DRIVEWAY PER CITY OF HIGHLAND STANDARD NO. 213.
10. PROPOSED TRASH ENCLOSURE PER CITY OF HIGHLAND STANDARD.
11. PROPOSTD TRUNCATED DOMES PER ADA STANDARD.
12. PROPOSED 4" PCC SIDEWALK PER CITY HIGHLAND STD. NO. 208 TYPE B.
13. PROPOSED LANDSCAPE.
14. FUTURE IMPROVEMENTS IN THE RIGHT-OF-WAY WILL BE PERFORMED BY THE CITY IN SPRING 2022 PER SIP-12A. CURB LINE SHALL BE MOVED BY THAT PLAN PER CITY TO THE LOCATION SHOWN ON THIS PLAN AS PROVIDED BY SIP-12A.
30. PROPOSED ADA PATH OF TRAVEL.
31. CATCH BASIN TO BE INSTALLED IF CONSTRUCTION STARTS BEFORE THE CIP PROJECT.
32. PCC DRIVEWAY APPROACH TO BE INSTALLED IF CONSTRUCTION STARTS BEFORE THE CIP PROJECT.
33. PCC SIDEWALK TO BE INSTALLED IF CONSTRUCTION STARTS BEFORE THE CIP PROJECT.
34. PROPOSED RAMP RUN.
35. PROPOSED LANDING.
36. PROPOSED ROOF DOWNSPOUT PER ARCHITECTURAL PLANS.
37. PROPOSED 8" TRENCH DRAIN WITH GRATE PER DETAIL 5 AND 6 SEE SHEET 4
38. PROPOSED OIL WATER SEPARATOR PER DETAIL 8 SEE SHEET 4.
39. PROPOSED 6" SEWER LATERAL FROM THE SEPARATOR TO THE 8" SEWER LATERAL.
40. PROPOSED 8" SHALLOW SIDE OUTLET PER DETAIL 7 SEE SHEET 4.
41. PROPOSED RIPRAP WITH NO. 2 BACKING ROCK PER DETAIL 4 SEE SHEET 4.
42. PROPOSED LOCATION OF EV CHARGING STATION WITH 2 CHARGING PORTS.
43. PROPOSED 3' VEGETATED SWALE PER DETAIL 9 SEE SHEET 4.
44. PROPOSED 18" BMP WALL PER DETAIL 1 SEE SHEET 4.

PRELIMINARY UTILITY NOTES:

15. EXISTING WATER MAIN.
16. EXISTING SEWER MAIN.
17. PROPOSED 8" SEWER LATERAL.
18. PROPOSED 2" WATER LATERAL.
19. PROPOSED 6" FIRE WATER LATERAL.
20. PROPOSED FIRE HYDRANT.
21. PROPOSED THRUST BLOCK.
22. PROPOSED BLOCK TEE.
23. PROPOSED BLOCK 11.5° BEND.
24. PROPOSED WATER 2" METER .
25. PROPOSED BACK FLOW PREVENTION DEVICE .
26. PROPOSED GREASE INTERCEPTOR.
27. PROPOSED 12" SEWER MANHOLE.
28. PROPOSED SEWER CLEAN OUT.
29. PROPOSED WATER TAP AT EXISTING MAIN.



EASEMENT NOTES:

12. AN EASEMENT SHOWN OR DEDICATED ON THE MAP OF PARCEL MAP NO. 19209 RECORDED MAY 09, 2011 ON FILE IN BOOK 238, PAGES 57, 58 AND 59, OF PARCEL MAPS. -SHOWN HEREIN.
9. AN EASEMENT FOR EITHER OR BOTH POLE LINES, CONDUITS AND INCIDENTAL PURPOSES, RECORDED APRIL 08, 1948 AS BOOK 2209, PAGE 123 OF OFFICIAL RECORDS. -SHOWN HEREIN.
10. AN EASEMENT FOR THE CONSTRUCTION, MAINTENANCE AND OPERATION OF ELECTRIC LINES AND TELEPHONE LINES AND CABLES AND INCIDENTAL PURPOSES, RECORDED JANUARY 28, 1948 AS BOOK 2114, PAGE 328 OF OFFICIAL RECORDS. -SHOWN HEREIN.
12. AN EASEMENT FOR ROADS AND DRAINAGE AND PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 03, 2003 AS INSTRUMENT NO. 2003-0069669 OF OFFICIAL RECORDS. -SHOWN HEREIN.
13. AN EASEMENT FOR ROADS AND DRAINAGE AND PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED FEBRUARY 03, 2003 AS INSTRUMENT NO. 2003-0069670 OF OFFICIAL RECORDS. -SHOWN HEREIN.
16. THE RIGHTS, IF ANY, OF A CITY, PUBLIC UTILITY OR SPECIAL DISTRICT TO PRESERVE A PUBLIC EASEMENT IN ALLEY AS THE SAME WAS VACATED BY THE DOCUMENT RECORDED JULY 29, 2010 AS INSTRUMENT NO. 2010-0304441 OF OFFICIAL RECORDS. -SHOWN HEREIN.
17. AN EASEMENT FOR ROADS, DRAINAGE, AND PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 03, 2016 AS INSTRUMENT NO. 2016-0463405 OF OFFICIAL RECORDS. -SHOWN HEREIN.
18. AN EASEMENT FOR ROADS, DRAINAGE, AND PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED NOVEMBER 03, 2016 AS INSTRUMENT NO. 2016-0463406 OF OFFICIAL RECORDS. -SHOWN HEREIN.
19. AN EASEMENT FOR ROADS, DRAINAGE, PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO. 2017-0542564 OF OFFICIAL RECORDS. -SHOWN HEREIN.
20. AN EASEMENT FOR ROADS, DRAINAGE, PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO. 2017-0542565 OF OFFICIAL RECORDS. -SHOWN HEREIN.
21. AN EASEMENT FOR ROADS, DRAINAGE, PUBLIC UTILITY AND INCIDENTAL PURPOSES, RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO. 2017-0542566 OF OFFICIAL RECORDS. -SHOWN HEREIN.
22. THE RIGHTS, IF ANY, OF A CITY, PUBLIC UTILITY OR SPECIAL DISTRICT TO PRESERVE A PUBLIC EASEMENT IN ALLEY AS THE SAME WAS VACATED BY THE DOCUMENT RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO 2017-0542567 OF OFFICIAL RECORDS. -SHOWN HEREIN.
23. THE RIGHTS, IF ANY, OF A CITY, PUBLIC UTILITY OR SPECIAL DISTRICT TO PRESERVE A PUBLIC EASEMENT IN ALLEY AS THE SAME WAS VACATED BY THE DOCUMENT RECORDED DECEMBER 21, 2017 AS INSTRUMENT NO. 2017-0542568 OF OFFICIAL RECORDS. -SHOWN HEREIN.

UTILITY AS BUILD DATA:

ALL EXISTING UTILITY DATA TO BE FIELD VERIFIED.

SECTION NOTE:

SEE SHEET 3 FOR SECTIONS.

N

SCALE 1" = 20' FEET

DIG ALERT
CALL BEFORE YOU DIG
811

REVIEWED BY: _____ DATE

APPROVED BY: _____

JOE BARRAGAN- DIRECTOR OF PUBLIC WORKS DATE

PLANS PREPARED BY:
Ventura Engineering Inland, INC
27393 Ynez Road, Suite 159
Temecula, CA 92591
Phone: (951)252-7632
wilfredo@venturaengineeringinland.com

WILFREDO S.D. VENTURA
RCE 68532 EXP. 08/30/24
5/11/22 DATE

PLANS PREPARED UNDER THE SUPERVISION OF:

DATE: _____

MARK	DESCRIPTION	APPR.	DATE
	REVISIONS		

CITY OF HIGHLAND

APPROVED BY	APPROVED BY
PLANNING	BUILDING AND SAFETY

CONCEPTUAL GRADING PLAN

APN: 1201-311-02, 3&5 AND 1201-301-14, 15&19
PROPOSED GAS STATION AND C-STORE
NEC PALM AVENUE & W.5TH STREET
HIGHLAND, CALIFORNIA 92346
CONCEPTUAL GRADING PLAN

DRAWER NO.

SHEET 2 OF 4

Attachment 1:

Resolution No. 2023-____ certifying Mitigated Negative Declaration (ENV 22-004)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL CERTIFY MITIGATED NEGATIVE DECLARATION (ENV 23-002) AND ADOPT A MITIGATION MONITORING AND REPORTING PROGRAMFOR THE DEVELOPMENT OF A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE ON APPROXIMATELY 1.9 ACRES AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP 22-008), DESIGN REVIEW APPLICATION (DRA 21-019), TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006), GENERAL PLAN AMENDMENT (GPA 22-001) AND ZONE CHANGE (ZC 22-001).

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted applications for Conditional Use Permit (CUP 22-008) for a development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from Industrial (I) to Business Park (BP), and Design Review Application (DRA 21-019) for a site plan, building elevations, conceptual landscape plan, grading plan.

2. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether or not to approve the proposed Project.

3. The Initial Study prepared for the Project was made available for public review from February 6, 2023 to March 8, 2023.

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

5. The Initial Study also finds that the potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils require the implementation of mitigation measures to reduce impacts to a less than significant level. Thus, a Mitigated Negative Declaration is the appropriate document for this project.

6. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

Section 2. Based upon substantial evidence presented to the Planning Commission during the March 21, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

Section 3 The Planning Commission recommends the City Council certify the Mitigated Negative Declaration (ENV 23-002) and adopt a Mitigation Monitoring and Reporting Program, both of which are attached hereto and incorporated herein by reference.

Exhibit 1 includes the Final Initial Study/Mitigated Negative Declaration

Exhibit 2 includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

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

PASSED, **APPROVED,** AND **ADOPTED** this 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Final Initial Study/Mitigated Negative Declaration

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR THE

HARIKRISHNA COMMERCIAL/RETAIL DEVELOPMENT PROJECT

Prepared for:

City of Highland
27215 Base Line
Highland, California 92346

Prepared by:

Matthew Fagan Consulting Services, Inc.
42011 Avenida Vista Ladera
Temecula, California 92591

In association with:

Tom Dodson & Associates
2150 N. Arrowhead Avenue
San Bernardino, California 92405

January 2023

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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AF	acre-feet
AFD	acre-feet per day
AFY or afy	acre-feet per year
ADT	Average Daily Traffic
AGSP	Airport Gateway Specific Plan
AIA	Airport Influence Area
amsl	above mean sea level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BCC	Birds of Conservation Concern
BMPs	Best Management Practices
BP	Business Park
BUOW	burrowing owl
C&D	construction and demolition
CAA	Clean Air Act
CAAQS	Clean Air Act Quality Standards
CAGN	California gnatcatcher
CalEEMod	California Emissions Estimator Model
CALFIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Authority
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBB	Crotch's bumble bee
CBC	California Building Code
CCAA	California Clean Air Act
CCAR	California Climate Action Reserve
CCR	California Code of Regulation
CDF	California Department of Forestry & Fire Protection
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CESA	California Environmental Site Assessment
CFR	Code of Federal Regulation
CH	Critical Habitat
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level

CO	Carbon Monoxide
CPUC	California Public Utility Commission
CRECs	controlled-recognized environmental conditions
CUP	Conditional Use Permit
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DRA	Design Review Application
EIR	Environmental Impact Report
EMFAC	EMissions FACtor model
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EV	Electric Vehicle
EVWD	East Valley Water District
FAA	Federal Aviation Administration
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	Greenhouse Gas
GP	General Plan
GPA	General Plan Amendment
GSA	Groundwater Sustainability Agencies
HAP	hazardous air pollutants
HRA	Health Risk Assessment
HRECs	historical-recognized environmental conditions
IEPR	Integrated Energy Policy Report
IPaC	Information Planning and Consultation System
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IVDA	Inland Valley Development Agency
LBP	lead-based paint
LBVI	least Bell's vireo
LID	Low Impact Development
LOS	Level of Service
LRA	Local Responsibility Area
LST	Localized Significance Threshold
LUST	Leading Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCLs	maximum contaminant levels
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide
NOx	Nitrogen Oxide
NPDES	National Pollution Discharged Elimination System
O_3	Ozone

OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PM	Particulate Matter
Pb	Lead
PCE	primary constituent elements
PM_{10}	particulate matter less than 10 microns
$PM_{2.5}$	particulate matter less than 2.5 microns
PPV	peak particle velocity
RAFSS	Riversidean alluvial fan sage scrub
RCRA	Resource Conservation and Recovery Act
RECs	recognized environmental conditions
ROG	Reactive Organic Gases
ROW	Right-of-Way
RPS	California's Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
SASU	Santa Ana sucker
SB	Senate Bill
SBBM	San Bernardino Base Meridian
SBCTA	San Bernardino County Transit Authority
SBIA	San Bernardino International Airport
SBKR	San Bernardino kangaroo rat
SBCTA	San Bernardino County Transportation Authority
SBCUSD	San Bernardino City Unified School District
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SGMA	Sustainable Groundwater Management Act
SNRC	Sterling Natural Resource Center
SO_2	Sulfur Dioxide
SR	State Route
SRA	State Responsibility Area
SSC	Species of Special Concern
SSMP	Sewer System Master Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
SWWF	southwestern willow flycatcher
TACs	Toxic Air Contaminants
TCR	Tribal Cultural Resources
TEA-21	The Transportation Equity Act for the 21st Century
TG	Trip Generation
TPA	Transit Priority Area
TPM	Tentative Parcel Map
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

UST	Underground Storage Tank
UWMP	Urban Water Management Plan
VdB	vibration decibel
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WQMP	Water Quality Management Plan
WSMP	Water Supply Master Plan
WRP	Water Reclamation Plant
YBCU	yellow-billed cuckoo
YSMN	Yuhaaviatam of San Manuel Nation
ZC	Zone Change

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ENVIRONMENTAL CHECKLIST FORM

INTRODUCTION

1. Project Title: Harikrishna Commercial/Retail Development Project

2. Lead Agency Name: City of Highland
   Address: 27215 Base Line, Highland, CA 92346

3. Contact Person: Kim Stater, Assistant Community Development Director
   Phone Number: (909) 864-8732, x 204
   Email: kstater@cityofhighland.org

4. Project Location: The project site is located at the northeast corner of Palm Avenue and West 5th Street in the City of Highland. The project is located within the USGS Topo 7.5-minute map for Redlands, San Bernardino Meridian (SBBM), and is located in Section 4, Township 1 South and Range 2 West. The approximate GPS coordinates of the project site are 34.108397, -117.208315. Refer to Figures 1 and 2 for the regional and site location maps.

5. Project Sponsor Name: Harikrishna Gas, Inc.
   Address: 8202 Bella Vista Drive, Rancho Cucamonga, CA 91701

6. General Plan Designation: I – Industrial; Proposed: BP – Business Park

7. Zoning: I – Industrial; Proposed: BP – Business Park

8. Project Description:

Introduction

Harikrishna Gas, Inc. proposes to develop the Harikrishna Commercial/Retail Development Project ("project") and the City of Highland (City) will consider entitlements for the development of a gas station, carwash, and convenience store on the northeast corner of Palm Avenue and 5th Street in the City of Highland. The purpose of the project is to provide additional options for car and truck fueling, convenience shopping, sundry items, car wash facility, as well as a variety of household products to an underserved area that experiences a high volume of traffic from employees working in the area, as well as truck traffic generated by nearby logistics centers.

Project Entitlements

The following entitlements from the City of Highland are required to facilitate development of the Harikrishna Commercial/Retail Development Project:

- Conditional Use Permit (CUP 22-008)
- Design Review Application (DRA 22-010)
- General Plan Amendment (GPA 22-001)
- Tentative Parcel Map No. 19209 (TPM 22-006)
- Zone Change (ZC 22-001)

The project also requires the consolidation of the following assessor's parcel numbers (APNs): 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, and 1201-301-19.

Existing Setting

The property has been previously cleared and appears to have been graded. Thus, the project site is mostly vacant, consisting of compacted dirt surface with scattered trash and debris throughout the site. There is a fenced storage yard noted in the northeastern corner of the property, on one of the seven parcels within which the project is proposed that has been in place since 2007. This fenced in area remains on the property. However, the area is no longer being utilized for the storage or parking of equipment. Please refer to the Photos shown below.

Photo 1: OVERVIEW OF THE PROJECT, FACING SOUTHEAST

Photo 2: OVERVIEW OF THE PROJECT, FACING NORTHWEST

Photo 3: OVERVIEW OF THE PROJECT AND FENCED YARD, FACING SOUTHWEST

Photo 4: OVERVIEW OF THE FENCED YARD IN THE NORTHEAST PORTION OF PROJECT, FACING NORTHWEST

Project Description

The approximately 1.9-acre site is located in Highland, California, which is located within San Bernardino County. It is comprised of seven parcels, listed under Project Entitlements, above, and the site is located on northeast corner of Palm Avenue and 5th Street in the City of Highland.

The proposed site will be developed with a 6-fuel pump canopy, 4,042 square feet (SF) in size, a 3 high speed diesel fuel pump canopy 2,520 SF in size, a 1,387 SF car wash adjacent to a 4,620 SF convenience store, with an additional 176 SF trash enclosure as shown on the site plan provided as Figure 3, which will make up the Harikrishna Commercial/Retail Development Project. The site plan is provided as Figure 3 to this Initial Study. A convenience store and car wash floor

plan is provided as Figure 4. The entire plan set for the project, which depicts the elevations and floor plans for the fuel pumps, trash enclosure, and convenience store and car wash is provided as Appendix 1 to this Initial Study.

The entrances to the site will be located at 5th Street, Palm Avenue, and through the cul-de-sac at Meines Court as shown on Figure 3. It is anticipated that the gas station, convenience store, and carwash will employ a total of about 15 persons.

A summary of the parking for the entire site is shown in Table 1 below:

Table 1
PARKING SUMMARY

Project Component	Building SF	Ratio of Parking Required	Required by the Project	Provided
Convenience Store	4,620 SF	4 Space per 1,000 SF	19	23

The project will provide various types of parking stalls as follows in Table 2:

Table 2
PARKING STALL SUMMARY

Stall Type	Stall Size	Stalls Provided
Regular Stall	9 x 19	18 Stalls
Accessible Stall	14x19	1 Stall
Electric Vehicle Stall	10 x 22	2 Stalls
Vacuum (for Car Wash use)	-	2 Stalls
Bicycle Stalls	-	5 Proposed

As demonstrated in Tables 1 and 2 above, the proposed Harikrishna Commercial/Retail Development Project will have ample parking above and beyond the amount of parking required by the City.

The Landscape Plan for the proposed project is provided as Appendix 2 to this Initial Study. and includes a mixture of trees, shrubs, and ground cover that are drought resistant and meet the City of Highland standards. The project site will have landscaping around the perimeter that will screen the site from the surrounding roadways and development. Landscaping will account for about 29% of the entire site, which is greater than that which is required by the City of Highland Municipal Code.

Utilities will be provided as follows:

- Water: East Valley Water District
- Gas: Southern California Gas Company
- Electric: Southern California Edison
- Sewer: East Valley Water District
- Trash: Burrtec

Construction Scenario

Construction of the proposed Harikrishna Commercial/Retail Development Project is anticipated to require approximately 10 to 11 months, with the anticipated start date of construction in Spring of 2023 and the completion date by the Winter of 2024. The project site is mostly vacant, and development of the site would require demolition and removal of the fencing that formerly enclosed the equipment storage use contained within one of the 7 parcels that make up the site (refer to Figure 2, which depicts the aerial of the project site). Demolition and site clearing is anticipated to require less than a week. The remainder of construction will entail site preparation (for a duration of less than a week), paving (for a duration of less than a week), construction of buildings (for a duration of about 200 days), paving (for a duration of about 10 days), and architectural coatings (for a duration of about 10 days). The project is anticipated to require minimal cut and fill with any cut being reused to balance of the site through grading, which will minimize import/export of material. The proposed project will install underground storage tanks to support the fueling stations, which will require some excavation, but it is anticipated that the site will balance. Development of the Harikrishna Commercial/Retail Development Project will require installation of pavement, curbing and sidewalk throughout the site as shown on the Preliminary Grading Plans (Appendix 3). Additionally, the project will require installation of water quality management basins at several locations within the project site, in addition to other water quality control measures (Figure 3). Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 45 round trips per day. It is anticipated that a maximum number of 32 employees will be required to support the construction of the project each day. Grading will be by traditional mechanized grading and compaction equipment. Equipment utilized will be traditional site development equipment of front-end graders, vibratory compactors, petroleum powered fork lifts, and various hand tools traditional to commercial construction.

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

The project site is located within an industrial corridor within the City of Highland. Due to the small size of nearby parcels, many small industrial and commercial serving uses are located in the area surrounding the project site.

- Immediately to the west of the site, the land use is Business Park, and the site hosts a Farmer Boys drive-thru. Further west, the land use is Industrial.

- Immediately to the north of the site, the land use is Industrial and is partially vacant with the site partially serving a manufacturing use. Further north, the land use is also Industrial, in addition to the City Creek Bypass channel.

- Immediately to the east of the site, the land use is Industrial and serves as Matheson Trucking. Further east, the land use is Industrial and the State Route (SR) 210.

- Immediately to the south of the site, the land use is Business Park, and the site presently serves as an Arco gas station facility with a car wash, convenience store, and restaurant. Further south, the land use is Industrial, in addition to the City Creek.

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

    - State Water Resource Control Board
    - South Coast Air Quality Management District
    - Santa Ana Regional Water Quality Control Board
    - San Bernardino County Fire Department,
    - City of Highland Code Enforcement and Department of Public Works, and
    - Any other responsible agency that may have discretionary authority over all or a portion of the project.

11. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

AB 52 has been conducted. Consultation was requested by the Yuhaaviatam of San Manuel Nation (YSMN or Nation) (formerly known as the San Manuel Band of Mission Indians) on December 7, 2022. The Nation has requested that several mitigation measures intended to protect tribal cultural resources be adopted as part of the proposed project. These are included under Subchapters V, Cultural Resources, and XVIII, Tribal Cultural Resources.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	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.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	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.
☐	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Prepared by _____ Date _____

Lead Agency (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 EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

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

SUBSTANTIATION

a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A field review of the project area determined that there are no scenic vistas located internally within the area proposed for the development of the Harikrishna Commercial/Retail Development Project. Refer to Photos 1 through 4 in the project description that substantiate this finding. Therefore, the development of the project is not expected to impact any important scenic vistas within the project area. A review of the project site clearly indicates that it is not protected by General Plan Goal 2.7 or Policy 4 as the site does not contain any of the scenic values identified in this goal or policy.

A scenic vista impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. To the north of the project area the main ridge of the San Bernardino Mountains extends generally from Cajon Pass on the west to Running Springs on the east. To the east is the continuation of the San Bernardino Mountains that extend from Running Springs to Mt. San Bernardino and Mt. San Gorgonio. Only minimal views exist to the Santa Ana River floodplain and City Creek exist from the project area due to the level topography and lack of visual access from the project site. The City of Highland General Plan indicates that views of the San Bernardino Mountains and stretches of open space along City Creek and the Santa Ana River are very important to creating and maintaining a sense of community in Highland. The project is located north of the Santa Ana River and generally to the west of City Creek in an industrial/business park corridor along both Palm and 5th Streets. Furthermore, the project will develop one-story facilities, including a fuel and diesel station, convenience store, and car wash structures on the project site that will not cause any significant adverse impacts to views of the areas identified above. The project site is currently vacant, containing compacted dirt, and a fenced area containing no weeds and grass due to past clearing. The proposed use of this site would be similar to the adjacent gas station to the south of the project at the same intersection. Given that no identified significant scenic vistas occur across the projects—as the project location and height of the proposed new structures are outside of roadway alignments (which provide some north-south and east-west views of the San Bernardino Mountains and various hills that surround the City), implementation of the proposed development is not expected to cause any substantial effects on any important scenic vistas. With implementation of the proposed landscape

plan to soften the views to the site, this potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.

b. *Less Than Significant With Mitigation Incorporated* – The project site does not contain any scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway corridor. According to the City of Highland General Plan, the majority of designated scenic highways are located in the mountain region to the north and east of the City. The project footprint includes several trees, which will require removal as a result of the proposed project. The City of Highland does have a tree ordinance that protects trees. This ordinance—19.28.100—states that "In the event that more than 5 trees are to be cut down, uprooted, destroyed, or removed within a 36-month period, a permit shall first be issued by the Department" (Community Development). The proposed project may remove more than 5 trees, and should this occur, the City will require a permit to remove these trees. The following mitigation measure will ensure that a permit is received prior to the commencement of construction:

AES-1 The Applicant shall obtain a tree removal permit from the Highland Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City.

No other scenic resources have been identified on the site. Therefore, with the implementation of mitigation to ensure that visual impacts to trees on site are minimized and the landscape plan is fully implemented, the project would have a less than significant potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

c. *Less Than Significant Impact* – The proposed Harikrishna Commercial/Retail Development Project is located within an urbanized area. The project site is an undeveloped lot at a major intersection located in a developed area. However, as previously stated, the adjacent property to the south, is a similar use—a gas station and convenience store, and as such, the visual character of the proposed development would be similar to surrounding uses. The project will include landscaping as required by the City for Business Park uses, which will ensure that the site development does not degrade the visual character of the site or the area. Furthermore, the project would not develop structures greater than 22 feet in height, and as such, public views of the site to surrounding vistas would be limited, and as previously stated, development of the site would be consistent with the character of the corridor within which the project will be developed. By developing this vacant site in accordance with City design guidelines for Business Park uses and in accordance with site development plans, the visual character of this site and its surroundings will be enhanced. Thus, with the design elements incorporated into the project, implementation of the City's design standards will mitigate the potential aesthetic impacts to a less than significant level.

d. *Less Than Significant With Mitigation Incorporated* – The implementation of the proposed project will create new sources of light during the operational phases of the project. Existing sources of light in the project area include streetlights, headlights and lighting from the adjacent roadways, lighting from the nearby airport, and lighting from adjacent industrial, commercial, and limited local residential uses. Light and glare from interior and exterior building lighting, safety and security slighting, and vehicular traffic accessing the site will occur once the site is in operation. The Harikrishna Commercial/Retail Development Project would be developed in accordance with City requirements for the Business Park zoning classification. Refer to the to the Photometric Graphic in Figure I-1. Adherence to the City's Zoning Code would ensure that any building or parking lighting would not significantly impact adjacent uses which are all industrial or business park in use. The Harikrishna Commercial/Retail Development Project will require lighting, both exterior and interior; the greatest source of lighting within the project site would be the gas and truck fueling stations. This will introduce a new source of light and glare into the project area. To ensure that light or glare (particularly off of structures with glass exteriors) does not result in intrusive lighting or glare to existing structures or persons in the project area, the following mitigation measure will be implemented:

AES-2 ***Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation, light configuration, or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Highland shall be implemented to eliminate glare impacts.***

With the implementation of mitigation measure **AES-2**, the proposed Harikrishna Commercial/Retail Development Project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – The Harikrishna Commercial/Retail Development Project is in an area that is urbanized. Neither the project site nor the adjacent and surrounding properties are designated for agricultural use; no agricultural activities exist in the project area; and there is no potential for impact to any agricultural uses or values as a result of project implementation. According to the maps prepared for the San Bernardino Countywide Plan pursuant to the California Department of Conservation's California Important Farmland Finder as Farmland of Local Importance, no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed project (Figure II-1). No adverse impact to any agricultural resources would occur from implementing the proposed project. No mitigation is required.

b. *No Impact* – There are no agricultural uses currently on the project site or on adjacent properties. The project site is zoned for I – Industrial and the proposed zoning is BP – Business Park and the

General Plan land use designation is I – Industrial and the proposed land use is BP – Business Park. No potential exists for a conflict between the proposed project and agricultural zoning or Williamson Act contracts within the project area. No mitigation is required.

c. *No Impact* – Please refer to issues II(a) and II(b) above. The project site is in an urbanized area and neither the land use designation nor zoning classification supports forest land or timberland uses or designations. No potential exists for a conflict between the proposed project and forest/timberland zoning. No mitigation is required.

d. *No Impact* – There are no forest lands within the project area, which is because the project area is urbanized. No potential for loss of forest land would occur if the project is implemented. No mitigation is required.

e. *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed project would not cause or result in the conversion of farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study *"Air Quality and Greenhouse Gas Study Harikrishna Gas Station and Carwash Project, City of Highland, CA"* prepared by Entech Consulting Group dated November 2022, and provided as Appendix 4 to this document.

Background

Atmospheric Setting
Regional: The project site is located within the southwestern portion of San Bernardino County, which is part of the South Coast Air Basin (Air Basin) that includes the non-desert portions of Riverside, San Bernardino, and Los Angeles Counties and all of all of Orange County. Temperature inversions are the prime factor in the accumulation of contaminants in the Air Basin. The mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, and Santa Ana winds. The topography and climate of Southern California combine to create an area of high air pollution potential in the Air Basin. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cup over the cool marine layer, which prevents pollution from dispersing upward. This inversion allows pollutants to accumulate within the lower layer. Light winds during the summer further limit ventilation from occurring. Due to the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions. These reactions produce a photochemical oxidant commonly known as smog. Since the Air Basin experiences more days of sunlight than any other major urban area in the United States, except Phoenix, the smog potential in the region is higher than in most other areas of the nation.

Local: The major factors affecting local air pollution conditions in the Highland planning area are the extent and types of both region-wide and local emissions, climate, and meteorology. The general climate of Highland is characterized by sparse winter rainfall and hot summers tempered by cool ocean breezes. The climate in and around Highland, as well as most of Southern California, is controlled largely by the strength and position of the subtropical high-pressure cell over the Pacific Ocean. This high-pressure cell produces a typical Mediterranean climate with warm summers, mild winters, and moderate rainfall. This pattern is infrequently interrupted by periods of extremely hot weather brought in by Santa Ana winds. Most of the area's precipitation occurs intermittently between November and April; the area is still dominated by sunny

or partly sunny conditions during these months. Cyclic land and sea breezes are the primary factors affecting the region's mild climate. The daytime winds are normally sea breezes, predominantly from the west, that flow at relatively low velocities.

Air Quality Standards
Existing air quality is measured at established Southern California Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

Table III-1
AMBIENT AIR QUALITY STANDARDS

Pollutant	Average Time	California Standards [1]		National Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O3)[8]	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter (PM2.5)[9]	24 Hour	–	–	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO2)[10]	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO2)[11]	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Flourescense; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[11]	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas)[11]	–	
Lead 8[12,13]	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m³		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No Federal Standards**		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above 150 $\mu g/m^3$, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9 On December 14, 2012, the national PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primarily and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 j.tg/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Table III-2
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter.	• Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO_2)	• Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions.	• Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O_3)	• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.	• Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	• Contaminated soil.	• Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	• Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions.	• Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	• Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NOx, sulfur oxides, and organics.	• Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO_2)	• Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes.	• Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

The air quality at any site is dependent on the regional air quality and local pollutant sources. Regional air quality is determined by the release of pollutants throughout the Air Basin. Estimates of the existing emissions in the Air Basin provided in the 2012 AQMP, indicate that collectively, mobile sources account

for 59 percent of the VOC, 88 percent of the NOx emissions and 40 percent of directly emitted $PM_{2.5}$, with another 10 percent of $PM_{2.5}$ from road dust.

SCAQMD has divided the Air Basin into 38 air-monitoring areas. The project site is located in Air Monitoring Area 34, Central San Bernardino Valley. The nearest air monitoring station to the project site is the San Bernardino Monitoring Station located approximately 3.5 miles west of the project site at 24302 E. 4th Street, San Bernardino. However, it should be noted that due to the air monitoring station's distance from the project site, recorded air pollution levels at the San Bernardino Station reflect with varying degrees of accuracy, local air quality conditions at the project site. It should also be noted that CO measurements have not been provided, since CO is currently in attainment in the Air Basin and monitoring of CO within the Air Basin ended on March 31, 2013.

The monitoring data from the San Bernardino Station is presented in Table III-3 and shows the most recent three years of monitoring data from CARB. Table III-3 shows that ozone and particulate matter (PM10 and PM2.5) are the air pollutants of primary concern in the project area, which are detailed below:

Table III-3
AIR QUALITY MONITORING SUMMARY (2019-2021)
(ESTIMATED NUMBER OF DAYS STANDARDS WERE EXCEEDED)

Pollutant/Standard	2019	2020	2021
Ozone			
Max. 1-Hour Conc. (ppm)	0.127	0.162	0.142
Max. 8-Hour Conc. (ppm)	**63**	**89**	**66**
Max. 8-Hour Conc. (ppm)	0.114	0.128	0.112
Max. 8-Hour Conc. (ppm)	**96**	**130**	**98**
Max. 8-Hour Conc. (ppm)	**96**	**132**	**101**
Respirable Particulates (PM-10)			
Maximum 24-Hour Concentration (ug/m^3)	112.7	178.8	182.4
Days > NAAQS (150 ug/m^3)	No Data	**1**	**1**
Days > CAAQS (50 ug/m^3)	**24.9**	No Data	**25.8**
Annual Arithmetic Mean (AAM) (15 ug/m^3)	30.4	41.1	40.5
Fine Particulates (PM-2.5)			
Maximum 24-Hour National Measurement (ug/m^3)	60.5	56.6	57.9
Days > NAAQS (35 ug/m^3)	No Data	**6.1**	**3**
Annual Arithmetic Mean (AAM) (µg/m^3)	No Data	12.2	11.8

Notes: Exceedances are listed in **bold**. CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million; ppb = parts per billion; ND = no data available.
1 Data obtained from the San Bernardino Station.
Source: http://www.arb.ca.gov/adam/

Air Quality Planning and Regulatory Setting

Federal Regulations
The EPA is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O_3, CO, NO_X, SO_2, PM_{10}, and Pb. The EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of California Air Resources Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement SIPs for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met.

The 1990 amendments to the CAA that identify specific emission reduction goals for areas not meeting the NAAQS require a demonstration of reasonable further progress toward attainment and incorporate additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions were established with the goal of attaining the NAAQS for the following criteria pollutants O_3, NO_2, SO_2, PM_{10}, CO, $PM_{2.5}$, and Pb. The NAAQS were amended in July 1997 to include an additional standard for O_3 and to adopt a NAAQS for $PM_{2.5}$.

Mobile source emissions are regulated in accordance with Title II provisions. These provisions require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas, and ultimate transition to electric vehicles. Automobile manufacturers are also required to reduce tailpipe emissions of hydrocarbons and NO_X. NO_X is a collective term that includes all forms of NO_X which are emitted as byproducts of the combustion process.

California Regulations
CARB: CARB, which became part of the CalEPA in 1991, is responsible for ensuring implementation of the California Clean Air Act (AB 2595), responding to the federal CAA, and for regulating emissions from consumer products and motor vehicles. AB 2595 mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the state ambient air quality standards by the earliest practical date. CARB established the California Ambient Air Quality Standards (CAAQS) for all pollutants for which the federal government has NAAQS and, in addition, establishes standards for SO_4, visibility, hydrogen sulfide (H_2S), and vinyl chloride (C_2H_3Cl). However, at this time, H_2S and C_2H_3Cl are not measured at any monitoring stations in the SCAB because they are not considered to be a regional air quality problem. Generally, the CAAQS are more stringent than the NAAQS.

Local air quality management districts, such as the SCAQMD, regulate air emissions from stationary sources, such as commercial and industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare Air Quality Management Plans (AQMP) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g., motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a 5% or more annual reduction in emissions or 15% or more in a period of three years for ROGs, NO_X, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than 5% per year under certain circumstances.

Title 24 Energy Efficiency Standards and California Green Building Standards: CCR Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption.

The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. CCR, Title 24, Part 11: California Green Building Standards Code (CALGreen) is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission.

CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2019 California Green Building Code Standards that became effective January 1, 2020.

Local jurisdictions are permitted to adopt more stringent requirements, as state law provides methods for local enhancements. CALGreen recognizes that many jurisdictions have developed existing construction waste and demolition ordinances and defers to them as the ruling guidance, provided they establish a minimum 65% diversion requirement.

The code also provides exemptions for areas not served by construction waste and demolition recycling infrastructure. The State Building Code provides the minimum standard that buildings must meet in order to be certified for occupancy, which is generally enforced by the local building official.

Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas (GHG) emissions. The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020.

The 2019 Title 24 standards will result in less energy use, thereby reducing air pollutant emissions associated with energy consumption in the SCAB and across the State of California. For example, the 2019 Title 24 standards require solar photovoltaic systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting requirements for nonresidential buildings.

The California Energy Commission (CEC) anticipates that single-family homes built with the 2019 standards will use approximately 7% less energy compared to the residential homes built under the 2016 standards. Additionally, after implementation of solar photovoltaic systems, homes built under the 2019 standards will use about 53% less energy than homes built under the 2016 standards. Nonresidential buildings (such as envisioned for the Project) will use approximately 30% less energy due to lighting upgrade requirements.

Because the Project will be constructed after January 1, 2019, the 2019 CALGreen standards are applicable to the Project and require, among other items:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- Electric vehicle (EV) charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3).
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8)
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2,

or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
  - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
  - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
  - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
  - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor portable water use in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 sf or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water use in rehabilitated landscape projects equal or greater than 2,500 sf. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 sf requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 sf and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

Regional Regulations

Air Quality Management Plan (AQMP): Currently, certain NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. AQMPs are required to be updated at regular intervals. The 2012 AQMP was adopted in early 2013. An updated 2016 AQMP was adopted by the SCAQMD Board in March 2017. The 2016 AQMD demonstrated the emissions reductions shown in Table III-4 compared to the 2012 AQMP.

Table III-4
COMPARISON OF EMISSIONS BY MAJOR SOURCE CATEGORY FROM 2012 AQMP

Pollutant	Stationary Sources	Mobile Sources
VOC	-12%	-3%
NOx	-13%	-1%
SOx	-34%	-23%
PM2.5	-9%	-7%

*Source 2016 AQMP

SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin and Coachella Valley which will focus on attaining the 70 ppb 8-hour ozone National Ambient Air Quality Standard (NAAQS) by 2037. On-road vehicles and off-road mobile sources represent the largest categories of NOx emissions. Accomplishment of attainment goals requires an approximate 70% reduction in NOx emissions. Large scale transition to zero emission technologies is a key strategy. To this end, Governor Executive Order N-79-20 requires 100 percent EV sales by 2035 for automobiles and short haul drayage trucks. A full transition to EV buses and heavy-duty long-haul trucks is required by 2045.

Thresholds of Significance

Regional Air Quality
Many air quality impacts that derive from dispersed mobile sources, which are the dominate pollution generators in the Air Basin, often occurs hours later and miles away after photochemical processes have converted primary exhaust pollutants into secondary contaminants such as ozone. The incremental regional air quality impact of an individual project is generally very small and difficult to measure. Therefore, SCAQMD has developed significance thresholds based on the volume of pollution emitted rather than on actual ambient air quality because the direct air quality impact of a project is not quantifiable on a regional scale. The SCAQMD CEQA Handbook states that any project in the Air Basin with daily emissions that exceed any of the identified significance thresholds should be considered as having an individually and cumulatively significant air quality impact. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

Table III-5
DAILY EMISSIONS THRESHOLDS

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Local Air Quality
Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. In order to assess local air quality impacts the SCAQMD has

developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. SCAQMD has also provided the *Final Localized Significance Threshold Methodology* (LST Methodology), July 2008, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$.

The LST Methodology provides Look-Up Tables with different thresholds based on the location and size of the project site and distance to the nearest sensitive receptors. The project size of 1 acre disturbed per day was used based on the number and type of equipment utilized during each phase of construction.

The project site is located in Air Monitoring Area 34, Central San Bernardino Valley. The nearest sensitive receptors to the project site consist of the single-family residences approximately 0.175 miles (282 meters) north of the project site. According to LST Methodology, a distance of 200 meters was used for the threshold as a conservative measure. Table III-6 below shows the LSTs for CO, NO_2, PM_{10} and $PM_{2.5}$ for both construction and operational activities.

Table III-6
LST AND PROJECT EMISSIONS (POUNDS/DAY) – CONSTRUCTION & OPERATIONAL

Activity	NOx	CO	PM-10	PM-2.5
Construction	334	5,356	74	23
Operation	334	5,356	18	6

Notes: [1] The nearest sensitive receptors are single-family homes located 0.175 miles (280 meters) north of the project site.
Source: Calculated from SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 34, Central San Bernardino Valley.

Toxic Air Contaminants
According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air contaminants in excess of the following thresholds would be considered to have a significant air quality impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or
- Toxic air contaminants from the project would result in a Hazard Index increase of 1 or greater.

In order to determine if the project may have a significant impact related to hazardous air pollutants (HAP), the *Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*, (Diesel Analysis) prepared by SCAQMD, August 2003, recommends that if the project is anticipated to create HAPs through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the HAP and the toxicity of the HAP should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

Odor Impacts
The SCAQMD CEQA Handbook states that an odor impact would occur if the project created an odor nuisance pursuant to SCAQMD Rule 402, which states:

> *"A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*
>
> *The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."*

If the project results in a violation of Rule 402 with regards to odor impacts, then the project would create a significant odor impact.

Impact Analysis

a. *Less Than Significant Impact* – Projects such as the proposed Harikrishna Commercial/Retail Development Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the proposed development is consistent with regional growth projections.

A project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

Criterion 1 – Increase in the Frequency or Severity of Violations?

Based on the air quality modeling analysis contained in this report, short-term regional construction air emissions would not result in significant impacts based on SCAQMD regional or local thresholds of significance. The ongoing operation of the project would generate air pollutant emissions that are inconsequential on a regional basis and would not result in significant impacts based on SCAQMD thresholds of significance. The analysis for long-term local air quality impacts showed that local pollutant concentrations would not be projected to exceed the air quality standards. Therefore, a less than significant long-term impact would occur, and no mitigation would be required.

Criterion 2 - Exceed Assumptions in the AQMP?

The proposed uses are consistent with the zoning designation for the project site, which is consistent with the City General Plan. The City General Plan is consistent with the Southern California Association of Governments Regional Comprehensive Plan Guidelines and the SCAQMD AQMP. Pursuant to the methodology in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the Basin 2016 AQMP is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation; and (2) is consistent with the growth assumptions in the AQMP. Consistency review is presented below.

The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and significant projects. Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and offshore drilling facilities; therefore, the project is not defined as significant.

Conclusion

Based on the consistency analysis presented above, the project is consistent with the General Plans and the regional AQMP.

b. *Less Than Significant Impact With Mitigation Incorporated* – Air pollution emissions associated with the proposed project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading, and exhaust emission). Long-term emissions generated by future operation of the proposed project primarily include energy consumption and trips generated by the future development.

Construction Emissions

The CalEEMod model has been utilized to calculate the construction-related regional emissions from the project. The worst-case summer or winter daily construction-related criteria pollutant emissions from the project for each phase of construction activities are shown below in Table III-7 and the CalEEMod daily printouts are shown in Appendix A to Appendix 4 to this Initial Study.

Table III-7
CONSTRUCTION-RELATED REGIONAL CRITERIA POLLUTANT EMISSIONS (POUNDS/DAY)[1]

Activity	ROG	NOx	CO	SO_2	PM-10	PM-2.5
Summer	11.5	7.9	66.1	0.09	8.9	2.4
Winter	11.5	7.9	66.1	0.09	8.9	2.4
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Notes: [1] Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403. Source: CalEEMod Version 2016.3.1.

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. While construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Recommended measures include:

AQ-1 ***Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation:***

- ***Apply soil stabilizers or moisten inactive areas.***
- ***Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).***
- ***Cover all stock piles with tarps at the end of each day or as needed.***
- ***Provide water spray during loading and unloading of earthen materials.***
- ***Minimize in-out traffic from construction zone.***
- ***Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.***
- ***Sweep streets daily if visible soil material is carried out from the construction site.***

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

AQ-2 ***<u>Exhaust Emissions Control</u>. The following measures shall be incorporated into project plans and specifications for implementation:***

- ***Utilize well-tuned off-road construction equipment.***
- ***Establish a preference for contractors using Tier 3 or better heavy equipment.***
- ***Enforce 5-minute idling limits for both on-road trucks and off-road equipment.***

With the above mitigation measures, any impacts related to construction emissions are considered less than significant. No further mitigation is required.

<u>Operational Emissions</u>

The on-going operation of the project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the project. The following section provides an analysis of potential long-term air quality impacts due to regional air quality impacts with the on-going operations of the project. The potential operations-related air emissions have been analyzed below for the regional criteria pollutant emissions and cumulative impacts.

The operations-related criteria air quality impacts created by the project have been analyzed through use of the CalEEMod model. The worst-case summer or winter VOC, NOx, CO, SO2, PM10, and PM2.5 daily emissions created from the project's long-term operations have been calculated and are summarized below in Table III-8 and the CalEEMod daily emissions printouts are shown in Appendix A to Appendix 4 to this Initial Study.

Table III-8
OPERATIONAL CTRITERIA POLLUTANT EMISSIONS
(POUNDS/DAY)

Source	VOC	NOx	CO	SO_2	PM-10	PM-2.5
Area[1]	0.31	0.00009	0	0	0.00003	0.00003
Energy[2]	0.0021	0.019	0.00011	0.00011	0.0014	0.0014
Mobile[3]	11.2	7.92	66.1	0.089	8.95	2.4
Total Emissions	**11.5**	**7.9**	**66.1**	**0.09**	**8.95**	**2.4**
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod Output in Appendix
[1] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[2] Energy usage consist of emissions from natural gas usage (excluding hearths).
[3] Mobile sources consist of emissions from vehicles and road dust.

As seen in Table III-8, operational emissions are predicted to be less than significant. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance.

Based on previous discussions with SCAQMD regarding operational emissions for multi-use commercial projects, the following mitigation measures shall be implemented to minimize operational impacts to the greatest extent feasible:

AQ-3 ***Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines***

that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year18 or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

AQ-4 ***Provide electric vehicle (EV) charging stations for the restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces shall include EV charging stations, or at a minimum, require the Proposed project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.***

AQ-5 ***Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed project site to generate solar energy for the facility and/or EV charging stations.***

AQ-6 ***Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.***

AQ-7 ***Require use of electric or alternatively fueled sweepers with HEPA filters.***

AQ-8 ***Maximize the planting of trees in landscaping and parking lots consistent with water availability.***

AQ-9 ***Use light colored paving and roofing materials.***

AQ-10 ***Utilize only Energy Star heating, cooling, and lighting devices, and appliances.***

Cumulative Net Increase in Non-Attainment Pollution

The project would not 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 (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel throughout the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature. The project area is out of attainment for ozone and PM_{10} and $PM_{2.5}$ particulate matter. In accordance with CEQA Guidelines Section 15130(b), this analysis of cumulative impacts incorporates a three-tiered approach to assess cumulative air quality impacts.

- Consistency with the SCAQMD project specific thresholds for construction and operations;
- Project consistency with existing air quality plans; and,
- Assessment of the cumulative health effects of the pollutants.

Construction-Related Impacts
The project site is located in the South Coast Air Basin, which is currently designated by the EPA for federal standards as a non-attainment area for ozone and PM2.5 and by CARB for the state standards as a non- attainment area for ozone, PM10, and PM2.5. The regional ozone, PM10, and PM2.5 emissions associated with construction of the project. The analysis found that development of

the project would result in less than significant regional emissions of VOC and NOx (ozone precursors), PM10, and PM2.5 during construction of the project. Therefore, a less than significant cumulative impact would occur from construction of the project.

Operational-Related Impacts
The greatest cumulative operational impact on the air quality to the Air Basin will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development. In accordance with SCAQMD methodology, projects that do not exceed SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The regional ozone, PM_{10}, and $PM_{2.5}$ emissions created from the on-going operations of the project have been calculated. The analysis found that development of the project would result in less than significant regional emissions of VOC and NOx (ozone precursors), PM_{10}, and $PM_{2.5}$during operation of the project. With respect to long-term emissions, this project would create a less than significant cumulative impact.

Conclusion

With the incorporation of mitigation measures **AQ-1** through **AQ-10**, the development of the Harikrishna Commercial/Retail Development Project would have a less than significant potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

c. *Less Than Significant Impact* – As previously stated, the SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

For the proposed project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

Construction-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

Construction-Related Local Impacts

The local air quality emissions from construction were analyzed through utilizing the methodology described in *Localized Significance Threshold Methodology* (LST Methodology), prepared by SCAQMD, revised October 2009. The LST Methodology found the primary criteria pollutant emissions of concern are NO_x, CO, PM_{10}, and $PM_{2.5}$. In order to determine if any of these pollutants require a detailed analysis of the local air quality impacts, each phase of construction was screened using the SCAQMD's Mass Rate LST Look-up Tables. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily onsite emissions of NO_x, CO, PM_{10}, and $PM_{2.5}$ from the project could result in a significant impact to the local air quality. Table III-9 shows the onsite emissions from the CalEEMod model for the different construction phases and the calculated emissions thresholds. Since it is possible that building construction, paving, and architectural coating activities may occur concurrently, Table III-9 also shows the combined local criteria pollutant emissions from building construction, paving and architectural coating phases of construction.

The following thresholds and emissions in Table III-9 are therefore determined (pounds per day):

Table III-9
LST AND PROJECT EMISSIONS (POUNDS/DAY) – ONSITE EMISSIONS

LST Central San Bernardino Valley	NOx	CO	PM-10	PM-2.5
Max On-Site Emissions	71.1	64.6	9.1	5.8
SCAQMD Thresholds for 200-meters (656 feet)[2]	**334**	**5,356**	**74**	**23**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Grading based on adherence to fugitive dust suppression requirements from SCAQMD Rule 403.
[2] The nearest sensitive receptors are single-family homes located 0.175 miles (282 meters) north of the project site
Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one acre in Air Monitoring Area 34, Central San Bernardino Valley.

The data provided in Table III-9 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds during the demolition, grading, site preparation phases or the combined building construction, paving, and architectural coatings phases. Project-related air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin. The project has been analyzed for the potential local CO emission impacts from the project-generated vehicular trips and from the potential local air quality impacts from on-site operations. The following analysis analyzes the vehicular CO emissions and local impacts from on-site operations.

Local CO Hotspot Impacts from Project-Generated Vehicular Trips

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards of 20 ppm over one hour or 9 ppm over eight hours. At the time of the 1993 Handbook, the Air Basin was designated nonattainment under the CAAQS and NAAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the Air Basin and in the state have steadily declined. In 2007, the Air Basin was designated in attainment for CO under both the CAAQS and NAAQS. SCAQMD conducted a CO hot spot analysis for attainment at the busiest intersections in Los Angeles during the peak morning and afternoon periods and did not predict a violation of CO standards. The four intersections analyzed by the SCAQMD were: Long Beach Boulevard and Imperial Highway; Wilshire Boulevard and Veteran Avenue; Sunset Boulevard and Highland Avenue; and La Cienega Boulevard and Century Boulevard. The busiest intersection evaluated (Wilshire and Veteran) had a daily traffic volume of approximately 100,000 vehicles per day with LOS E in the morning and LOS F in the evening peak hour.

For the purpose of Senate Bill (SB) 743 and California Environmental Quality ACT (CEQA) compliance, a Vehicle Miles Traveled (VMT) analysis should be conducted for land use projects. The San Bernardino County Transportation Authority (SBCTA) has identified a number of screening criteria that may be applied to screen projects from requiring a project-level assessment. The project consists of a local serving gas station and car wash facilities that provide local services and is expected to reduce overall VMT. In accordance with the SBCTA guidelines, local serving retail projects less than 50,000 square feet may be presumed to have a less than significant air quality impact and the project does not require a full VMT analysis or a hot-spot modeling analysis.

Construction Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate matter (DPM) emissions associated with heavy equipment operations during construction of the project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to

concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk- assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. In addition, California Code of Regulations Title 13, Article 4.8, Chapter 9, Section 2449 regulates emissions from off-road diesel equipment in California. This regulation limits idling of equipment to no more than five minutes, requires equipment operators to label each piece of equipment and provide annual reports to CARB of their fleet's usage and emissions. This regulation also requires systematic upgrading of the emission Tier level of each fleet, and currently no commercial operator is allowed to purchase Tier 0 or Tier 1 equipment and by January 2023 no commercial operator is allowed to purchase Tier 2 equipment. In addition to the purchase restrictions, equipment operators need to meet fleet average emissions targets that become more stringent each year between years 2014 and 2023. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the project. As such, construction of the project would result in a less than significant exposure of sensitive receptors to substantial pollutant concentrations.

Operations Related Toxic Air Contaminant Impacts

Particulate matter (PM) from diesel exhaust is the predominant TAC in most areas and according to The California Almanac of Emissions and Air Quality 2013 Edition, prepared by CARB, about 80 percent of the outdoor TAC cancer risk is from diesel exhaust. Some chemicals in diesel exhaust, such as benzene and formaldehyde have been listed as carcinogens by State Proposition 65 and the Federal Hazardous Air Pollutants program. Due to the nominal number of diesel truck trips generated by the project, a less than significant TAC impact would occur during the on-going operations of the project and no mitigation would be required.

Cumulative Health Impacts

The Air Basin is designated as nonattainment for ozone, PM_{10}, and $PM_{2.5}$, which means that the background levels of those pollutants are at times higher than the ambient air quality standards. The air quality standards were set to protect public health, including the health of sensitive individuals (elderly, children, and the sick). Therefore, when the concentrations of those pollutants exceed the standard, it is likely that some sensitive individuals in the population would experience health effects. The regional analysis found that the project would not exceed the SCAQMD regional significance thresholds for VOC and NOx (ozone precursors), PM_{10}, and $PM_{2.5}$. As such, the project would result in a less than significant cumulative health impact.

Conclusion

Based on the analysis provided above, the proposed project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations. No mitigation is required.

d. *Less Than Significant Impact* – The project would not create objectionable odors affecting a substantial number of people. Potential odor impacts have been analyzed separately for construction and operations below.

Individual responses to odors are highly variable and can result in a variety of effects. Generally, the impact of an odor results from a variety of factors such as frequency, duration, offensiveness, location, and sensory perception. The frequency is a measure of how often an individual is exposed to an odor in the ambient environment. The intensity refers to an individual's or group's perception of the odor strength or concentration. The duration of an odor refers to the elapsed time over which an odor is experienced. The offensiveness of the odor is the subjective rating of the pleasantness or unpleasantness of an odor. The location accounts for the type of area in which a potentially affected person lives, works, or visits; the type of activity in which he or she is engaged; and the sensitivity of the impacted receptor.

Sensory perception has four major components: detectability, intensity, character, and hedonic tone. The detection (or threshold) of an odor is based on a panel of responses to the odor. There are two types of thresholds: the odor detection threshold and the recognition threshold. The detection threshold is the lowest concentration of an odor that will elicit a response in a percentage of the people that live and work in the immediate vicinity of the project site and is typically presented as the mean (or 50 percent of the population). The recognition threshold is the minimum concentration that is recognized as having a characteristic odor quality, this is typically represented by recognition by 50 percent of the population. The intensity refers to the perceived strength of the odor. The odor character is what the substance smells like. The hedonic tone is a judgment of the pleasantness or unpleasantness of the odor. The hedonic tone varies in subjective experience, frequency, odor character, odor intensity, and duration.

Construction Related Odor Impacts

Potential sources that may emit odors during construction activities include the application of coatings such as asphalt pavement, paints and solvents and from emissions from diesel equipment. The objectionable odors that may be produced during the construction process would be temporary and would not likely be noticeable for extended periods of time beyond the project site's boundaries. Due to the transitory nature of construction odors, a less than significant odor impact would occur and no mitigation would be required.

Gasoline Dispensing Emissions and Health Risk

The gasoline station is subject to and required to comply with SCAQMD Rules 461 (Gasoline Transfer and Dispensing) as well as a Permit to Construct and Permit to Operate, Rules 201 and 203, respectively[1]. These required permits identify a maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

Rule 461 – Gasoline Transfer and Dispensing requires annual throughput reporting requirements. It is designed to regulate gasoline vapor emissions from gasoline transfer and dispensing processes. The rule was initially adopted in 1976 and has been amended several times.

Vapor recovery systems are required at gas stations to collect gasoline vapors that would otherwise escape into the atmosphere All retail service stations under the SCAQMD jurisdiction have Phase I and II vapor recovery systems to control gasoline emissions. Phase I vapor recovery refers to the collection of gasoline vapors displaced from storage tanks when cargo tank trucks make gasoline deliveries. Phase II vapor recovery systems control the vapors displaced from the vehicle fuel tanks during refueling. All gasoline is stored underground with valves installed on the tank vent pipes to further control gasoline emissions.

ROG is associated with fueling activity and is one of the major ingredients that contributes to ground-level ozone (smog) formation. The proposed fuel dispensing operation is considered a stationary source emitter and is regulated in order to control the emissions of ROG.

The EPA has published a calculator to determine the ROG content for Gasoline Dispensing Facilities[2]. Based on the project having 12 fuel pumps and 8 heavy duty trucks the emissions potential is 3.453 tons per year for ROG assuming opening year is 2023.

The project would minimize the release of gasoline vapors via compliance with SCAQMD Rule 461, Gasoline Transfer and Dispensing, by installing a Phase II vapor recovery system for gasoline pumps and a Phase I vapor recovery system for the gasoline underground storage tanks. Although South Coast AQMD Rule 461 will reduce ROG emissions they are not eliminated from the fueling process.

[1] http://www.aqmd.gov/home/rules-compliance/compliance/gasoline-dispensing2
[2] https://www.epa.gov/sites/default/files/2016-06/gasoline_dispensing_facilities_pte_calculator_111213.xlsx

Gasoline vapors also have the potential to produce Toxic Air Contaminants (TACs). TACs are defined by CARB as pollutants that "may cause or contribute to an increase in deaths or serious illness, or which may pose a present or potential hazard to human health." TACs include benzene, hexane, MTBE, toluene, and xylene. However, only three (benzene, ethylbenzene, and naphthalene) result in cancer effects and are analyzed for cancer risk. Although gasoline vapors have non-cancer impacts, the risks from retail gasoline dispensing facilities are dominated by cancer risk.

The SCAQMD has published a Risk Assessment Procedures document for Rules 1401, 1401.1 & 212[3] which provides screening-level risk estimates for gasoline dispensing operations. These thresholds are utilized in order to identify potentially significant health risk impacts that may result from exposure to sensitive populations. The screening-level risk estimate is very conservative (i.e., it would overstate rather than understate potential impacts).

The cancer risk look-up screening tables, located in Appendix "N[4]," are available for various meteorological receptor areas located within the SCAQMD jurisdiction. The screening tables are also dependent on annual throughput and distance to a sensitive receptor. For this project, the gasoline station would have an annual throughput of approximately 4.6 million gallons. A 500-foot source receptor distance was modeled.

Based on the look up tables it is anticipated that no sensitive receptors in the project vicinity will be exposed to a cancer risk of greater than 0.024 in one million for below ground tanks. Tables are also provided to calculate worker risk which would be a maximum of 0.294 in a million. These risks are less than the applicable threshold of 10 in one million. Therefore, no mitigation is required.

Other Operational Odors

Potential sources that may emit odors during the on-going operations of the project would primarily occur from odor emissions from the trash storage areas. Pursuant to City regulations, permanent trash enclosures that protect trash bins from rain as well as limit air circulation would be required for the trash storage areas. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the project. Therefore, a less than significant odor impact would occur, and no mitigation would be required.

Conclusion

Based on the analysis provided above, the proposed project would have a less than significant potential to result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. No mitigation is required.

[3] http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf
[4] http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/attachmentn-v8-1.pdf?sfvrsn=4

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

SUBSTANTIATION: The following information utilized in this Subchapter of the Initial Study was obtained from the U.S. Fish and Wildlife Service IPaC Trust Resources Report, generated on January 9, 2023, as well as from the California Department of Fish and Wildlife California Natural Diversity Database (CNDDB), generated on January 9, 2023, pertaining to the Harikrishna Commercial/Retail Development Project site project area only, which have been compiled as Appendix 5 to this document. Additionally, data compiled for the Airport Gateway Specific Plan (AGSP) Environmental Impact Report (EIR), which was published for public review on December 13, 2022, has been utilized to provide additional data on the biological resources in the project area, given that the proposed project falls within the AGSP Planning Area (shown on Figure IV-1).

Background Data from the AGSP EIR

Critical Habitat
According to the databases, the developable area of the AGSP (Specific Plan) area is not located within designated Critical Habitat (CH) and is separated from the CH for the San Bernardino kangaroo rat (SBKR) and Santa Ana sucker (*Catostomus santaanae*) [SASU] located to the south and east of the Plan Area by the SBIA (Figure IV-2). The proposed Harikrishna Commercial/Retail Development Project site is located to the west of the CH, and is therefore located outside of CH.

General Habitat
Based on the field survey results, the overall conditions within the Plan Area are disturbed and degraded. The habitat within the Specific Plan area includes non-native grassland (Holland community code 42200), transitional bare areas (Holland community code 11760), and disturbed ground (Holland community code 11100). A small one-quarter acre sized vacant area located north of 5th Street, east of Central Avenue and west of City Creek in the Specific Plan area contains disturbed isolated buckwheat scrub alliance. Figure IV-3 identifies vegetation in the Specific Plan area. Please note that the vegetation map also serves as a map indicated the locations in which burrowing owl (BUOW) surveys were conducted.

The ground cover in the Plan Area generally consists of compact graded dirt, old pavement, non-native grasses, ruderal herbs, and non-native and native trees.

Adjacent to the roadways and within all of the vacant parcels, habitat consist of dense ruderal vegetation dominated by numerous non-native plant species are also found throughout the project area including tumbleweed (*Amaranthus albus*), common ragweed (*Ambrosia artemisiifolia*), non-native grasses (*Bromus* sp.), short pod mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*), fountaingrass (*Pennisetum setaceum*), date palm (*Phoenix* sp.), castor bean (*Ricinus communis*), Russian thistle (*Salsola tragus*), Peruvian pepper tree (*Schinus molle*), tamarisk (*Tamarix ramosissima*), Mexican fan palm (*Washingtonia robusta*), and Eucalyptus trees as well as numerous ornamental trees and shrubs. Native species include California buckwheat (*Erioginum faciculatum*), which is found at the far east of the Specific Plan area in isolated patches adjacent to the west levee of City Creek and within the City Creek Bypass Channel between City Creek downstream to Church Street, and sycamore trees (*Platanus occidentalis),* which occur sparsely scattered about the Specific Plan area.

Sensitive Plants
None of the sensitive plant species documented within the *Redlands* quadrangle have anything greater than a low potential to occur within and/or adjacent to the Plan Area because the required habitat types are absent including Riversidean alluvial fan sage scrub (RAFSS), chaparral, riparian and/or brackish wetlands. The City Creek Bypass Channel does not have the hydrological regime and broad flood plain associated with the sensitive plants known locally.

Sensitive plants identified by literature review that occur within the *Redlands* quadrangle included marsh sandwort, Nevin's barberry, salt marsh bird's-beak, slender-horned spineflower, or Santa Ana River woollystar. None of these species were observed during the general floristic survey conducted by the survey team. No suitable environment for these species occurs within the Specific Plan area and the local RAFSS or riparian habitats are outside of the Specific Plan area envelope. No further investigations relative to these species are warranted or required.

General Wildlife
Birds were the most observed wildlife group during survey. Common wildlife species observed or otherwise detected on or in the vicinity of the site during the reconnaissance-level survey included mallard (*Anas platyrhynchos*), red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), killdeer (*Charadrius vociferus*), common raven (*Corvus corax*), house finch (*Haemorhous mexicanus*), California towhee (*Melozone crissalis*), bushtit (*Psaltriparus minimus*).

Wildlife detections or signs included those for amphibians, reptiles, birds, and mammals. The most common wildlife observed included coyote (*Canis latrans*), California ground squirrel (*Spermophilus beecheyi*), desert cottontail (*Sylvilagus audubonii*), San Diegan tiger whiptail (*Aspidoscelis tigris stejnegeri*), Great Basin fence lizard (*Sceloporus occidentalis longipes*) and side-blotched lizard (*Uta stansburiana elegans*).

Sensitive Wildlife
According to the California Natural Diversity Database (CNDDB), United Stated Fish and Wildlife Service (USFWS) species occurrence data overlay, and other relevant literature and databases, four State and/or federally-listed threatened or endangered wildlife species are documented within three miles of the Specific Plan area. Additionally, there are several other sensitive wildlife species that are documented to occur

within the vicinity of the Specific Plan area. The five State and/or federally-listed threatened or endangered wildlife species documented within the proposed project area are described below, as well as the burrowing owl (*Athene cunicularia*), considered a species of special concern (SSC) by the California Department of Fish and Wildlife (CDFW).

San Bernardino kangaroo rat

The SBKR is one of several kangaroo rat species in its range. The Dulzura (*Dipodomys simulans*), the Pacific kangaroo rat (*D. agilis*) and the Stephens kangaroo rat (*D. stephensi*) occur in areas occupied by the SBKR, but these other species have a wider habitat range. The habitat of the SBKR is described as being confined to primary and secondary alluvial fan scrub habitats, with sandy soils deposited by fluvial (water) rather than aeolian (wind) processes. Burrows are dug in loose soil, usually near or beneath shrubs. The SBKR is confined to inland valley scrub communities, and more particularly, to scrub communities occurring along rivers, streams and drainage.

No aspect of the Specific Plan area supports habitat suitable for SBKR for the following reasons:

- The Specific Plan area is NOT located within proximity of where SBKR have been found in the last 10 years;
- The surrounding area does NOT consist of alluvial sage scrub and associated vegetation, such as RAFSS with a moderately open canopy, the California buckwheat scrub is a monotypical habitat;
- A river and floodplain bench/terrace subject to dynamic geomorphological and hydrological processes typical of fluvial systems does NOT occur in the Specific Plan area and;
- Upland areas proximal to the floodplains with suitable habitat do NOT occur nearby.

The Specific Plan area was surveyed, and it was determined that the overall habitat conditions unsuitable for SBKR with the exception of a small, approximately one-quarter acre sized, vacant area with remnant coastal sage scrub elements, such as buckwheat, located north of 5th Street, east of Central Avenue and west of City Creek. This habitat patch is potentially suitable to support SBKR (refer to Figure IV-4). Aside from this small area, the Specific Plan area is separated from known populations of SBKR by active Airport operations, high volume roadways, and industrial and commercial uses. Although the potential for this species to occur is low, the small habitat patch should be investigated prior to development on it.

Riparian birds

A variety of sensitive, riparian obligate birds such as the least bell's vireo (LBVI), southwestern willow flycatcher (SWWF) and yellow-billed cuckoo (YBCU) have nesting habitats consisting of a well-developed overstory, understory, and low densities of aquatic and herbaceous cover. The understory frequently contains dense sub-shrub or shrub thickets. These thickets are often dominated by plants such as narrow-leaf willow, mulefat, young individuals of other willow species such as arroyo willow or black willow, and one or more herbaceous species. This type of habitat is absent from the Specific Plan area. Further investigation related to LBVI, SWWF and YBCU is not warranted or recommended for the Specific Plan area.

California gnatcatcher

The California gnatcatcher (CAGN) is a resident (non-migratory) small songbird which typically nests and forages in coastal sage scrub vegetation in southern California year-round. CAGN occur in dynamic and successional sage scrub habitats and non-sage scrub habitats such as chaparral, grassland, riparian areas, in proximity to sage scrub habitats. The CAGN was federally listed as Threatened in 1993 and critical habitat for this species was designated by the USFWS in 2000 and revised in 2007. The primary constituent elements (PCEs) identified by the USFWS for CAGN consist of the following: (1) Dynamic and successional sage scrub habitats: Venturan coastal sage scrub, San Diegan coastal sage scrub, Riversidean sage scrub, maritime succulent scrub, RAFSS, southern coastal bluff scrub, and coastal sage-chaparral scrub in Ventura, Los Angeles, Orange, Riverside, San Bernardino, and San Diego Counties that provide space for individual and population growth, normal behavior, breeding, reproduction, nesting, dispersal and foraging; and (2) Non-sage scrub habitats such as chaparral,

grassland, riparian areas, in proximity to sage scrub habitats as described for PCE 1 above that provide space for dispersal, foraging, and nesting.

The Specific Plan area was surveyed for this species and found the overall habitat conditions unsuitable for CAGN with the exception of a small, less than one-acre sized, vacant area with remnant coastal sage scrub elements, such as buckwheat, located north of 5th Street, east of Central Avenue and west of City Creek. This habitat patch is only marginal for CAGN but is potentially suitable to support for them. Aside from this small area, the Specific Plan area is separated from suitable habitat for CAGN by active Airport operations, high volume roadways, and industrial and commercial uses. Although the potential for this species to occur is low, the small habitat patch should be investigated prior to development on it.

Crotch's bumble bee (CBB)

The California Fish and Game Commission recently, in September of 2022, accepted a petition to list the Crotch's bumble bee as endangered under California Endangered Species Act (CESA), determining the listing "may be warranted" and advancing the species to the candidacy stage of the CESA listing process. Crotch's bumble bee primarily nest in late February through late October underground in abandoned small mammal burrows but may also nest under perennial bunch grasses or thatched annual grasses, under-brush piles, in old bird nests, and in dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2018). Overwintering sites utilized by Crotch's bumble bee mated queens include soft, disturbed soil (Goulson 2010), or under leaf litter or other debris (Williams et al. 2014). As previously stated, based on the field survey results, the overall conditions within the AGSP Planning Area are disturbed and degraded. However, the same small vacant area with remnant coastal sage scrub elements such as buckwheat, located north of 5th Street, east of Central Avenue and west of City Creek that may be marginally suitable habitat for CAGN may also be suitable for this species.

The CBB is known to occur almost exclusively in California and has been described as having historically occupied grasslands and shrublands in southern to central California, but primarily in the Central Valley. It is assumed that suitable habitat may contain any of the following: (1) areas of grasslands and upland scrub that contain requisite habitat elements, such as small mammal burrows and forage plants; (2) potential nest habitat (late February through late October) containing underground abandoned small mammal burrows, perennial bunch grasses and/or thatched annual grasses, brush piles, old bird nests, dead trees or hollow logs (Williams et al. 2014; Hatfield et al. 2015); (3) overwintering sites (November through early February) utilized by mated queens in self- excavated hibernacula potentially in soft, disturbed soil (Goulson 2010), sandy, well-drained, or loose soils, under leaf litter or other debris (Williams et al. 2014) with ground cover requisites such as barren areas, tree litter, bare-patches within short grass in areas lacking dense vegetation. While the proposed AGSP Planning Area contains some suitable habitat for BUOW, and as such contains parcels with burrows, holes, and crevices that might be suitable for CBB nests. However, given the overall disturbed nature of a majority of the AGSP Planning Area, suitable habitat for this species is anticipated to only occur within the parcel(s) containing remnant coastal sage scrub elements that would also be suitable for CAGN. Although the potential for this species to occur is low, the small habitat patch will be surveyed for this species prior to any proposed development on it.

Western Burrowing Owl (BUOW)

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether or not they are considered sensitive by resource agencies. The MBTA prohibits take of nearly all native birds. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered take under federal law. The USFWS, in coordination with the CDFW administers the MBTA.

Although not a federally listed species, the BUOW is protected under the MBTA and is listed as a Migratory Birds of Conservation Concern (BCC) by the USFWS and is therefore, also recognized by the CNDBB. The western Burrowing Owl (*A.c. hypugaea*) is one of 18 New World Burrowing Owl subspecies, and one of only two in North America. The western BUOW ranges from Texas to California and north to southern Canada. Individuals of resident populations in southern California, northern Mexico, and Florida breed and overwinter in an area without a significant migration (Haug et al. 1993). BUOW are found across American open landscapes, showing activity chiefly in the daytime. In California, preferred habitat is generally typified by short, sparse vegetation with few shrubs, level to gentle topography and well-drained soils. In addition, BUOW may occur in some agricultural areas, ruderal grassy fields, vacant lots and pastures, and flood control facilities if the surrounding vegetation structure is suitable and there are useable burrows and foraging habitat in proximity.

Unique among North American raptors, the BUOW requires underground burrows or other cavities for nesting during the breeding season and for roosting and cover, year-round. Burrows used by the owls are usually dug by other species termed host burrowers. In California, California ground squirrel (*Spermophilus beecheyi*) and round-tailed ground squirrel (*Citellus tereticaudus*) burrows are frequently used by BUOW, but they may use dens or holes dug by other fossorial species and/or human made structures such as cement culverts and pipes.

BUOW have a high fidelity to their birth territory, and they often prefer nesting in areas of high burrow densities. Breeding pairs are easily located within the area surrounding their nests (usually 90 feet) due to their territorial behavior. They are active during the day and night and are generally observed in the early morning hours or at twilight. BUOW breeding season begins February 1 and extends to August 31. Pair formation can begin in February. Peak of the BUOW breeding season, commonly accepted in California, occurs between April 15 and July 15. April to mid-May is when most burrowing owls are in the egg laying and incubation stages. BUOW egg incubation period is about 27-28 days Chick rearing typically occurs between May 15 and July 1. July 15 is typically considered the late nestling period when most owls are spending time above ground. The non-breeding season (September 1 to January 31). BUOW are semi-colonial and will sometimes share a burrow for incubation and chick rearing.

Following the survey protocol for BUOW within burrowing owl breeding season, no BUOW individuals or sign (burrows, surrogate burrows, feathers, whitewash, castings, prey remains, etc.) were observed within the City Creek Bypass Channel, vacant parcels or adjacent to the roads associated with the Specific Plan area therefore, BUOW is considered currently absent. A single BUOW was observed on the south side of the City Creek Bypass Channel near Victoria in 2021.

Impact Analysis

a. *Less Than Significant Impact With Mitigation Incorporated* – The property has been previously cleared and appears to have been graded. Thus, the project site is mostly vacant, consisting of compacted dirt surface with scattered trash and debris throughout the site. As described under Background, above, the Harikrishna Commercial/Retail Development Project site itself has been recently evaluated as part of the Inland Valley Development Agency (IVDA) AGSP EIR (December 2022). The project site contains no natural habitat and only minimal potential to support BUOW. The site has no potential to support any other species identified as a candidate, sensitive or special status species within the IPaC or CNDDB reports, or the AGSP EIR as discussed under Background, above.

The AGSP identified that the habitat within the vacant parcels throughout the Specific Plan area remain potentially suitable for BUOW because of the presence of surrogate ground squirrel burrows, culvert pipes and short grasses part of the year. As the Harikrishna Commercial/Retail Development Project is presently vacant, further investigation of the site is warranted to protect BUOW. Therefore, mitigation measure (MM) **BIO-1** is recommended to minimize and avoid potential impacts to BUOW.

BIO-1 A Pre-construction Burrowing Owl Survey shall be conducted by a qualified biologist at least 3 days prior to any ground disturbing activities, at any time

of year. Surveys shall be completed following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (CDFG, March 2012) or most recent version by a qualified biologist. If an active burrowing owl burrow is detected within any Project disturbance area, or within a 500-foot buffer of the disturbance area, a 300-foot radius buffer zone surrounding the burrow shall be flagged, and no impacts to soils or vegetation or noise levels above 65 dBA shall be permitted while the burrow remains active or occupied. Disturbance-free buffers may be modified based on site-specific conditions in consultation with CDFW. The qualified biologist shall monitor active burrows daily and will increase buffer sizes as needed if owls show signs of disturbance. If active burrowing owl burrows are located within any work area and impact cannot be avoided, a qualified biologist shall submit a burrowing owl exclusion plan to CDFW for review and approval. The burrowing owl exclusion plan shall include permanent compensatory mitigation consistent with the recommendations in the Staff Report on Burrowing Owl Mitigation such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. Passive relocation shall take place outside the nesting season (1 February to 31 August).

With implementation of these mitigation measures potential impacts to sensitive biological resources can be reduced to a less than significant impact. Thus, with no other habitat or species of concern located within the project area, the development of the Harikrishna Commercial/Retail Development Project would have a less than significant potential to have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

b. *No Impact* – Please refer to the response under issue IV(a), above. As described under Background, above, the Harikrishna Commercial/Retail Development Project site, the developable area of the AGSP (Specific Plan) area is not located within designated CH and is separated from the CH for the SBKR and SASU located to the south and east of the Plan Area by the SBIA (Figure IV-2). The proposed Harikrishna Commercial/Retail Development Project site is located to the west of the CH, and is therefore located outside of CH. Neither the project site or surrounding area contain any riparian habitat or other sensitive natural community resources. Therefore, no adverse impact to riparian habitat or any native biological resources would occur from implementing the proposed project. No mitigation is required.

c. *No Impact* – Please refer to the response under issue IV(a), above. According to the IPaC Trust Resources Report (Appendix 5), the project site does not contain any wetlands as defined by Section 404 of the Clean Water Act, or any other sensitive natural community resource. Therefore, with no habitat or species of concern located within the project area, the proposed project would have no potential to 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. No mitigation is required.

d. *Less Than Significant Impact With Mitigation Incorporated* – According to the IPaC Resources Report and the CNDDB (Appendix 5), in addition to the analysis prepared as part of the IVDA AGSP EIR, several species of migratory birds could potentially be affected by construction activities in the area. With no native habitat, and no wildlife corridors that traverse within or adjacent to the project site, implementation of the proposed project is not anticipated to interfere with the movement of native animals of any kind, or to impede the use of any native wildlife nursery sites. However, the site could support nesting birds. Therefore, the following mitigation measure is provided as a contingency in the event that any nesting birds are found at the site location:

BIO-2 ***Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).***

With implementation of the above mitigation measure, any impacts under this issue are considered less than significant.

e. *Less Than Significant Impact With Mitigation Incorporated* –The project site is currently vacant, and appears to have been graded, and thus consists of compacted dirt surface with scattered trash and debris throughout the site. The site itself contains no natural habitat. The City of Highland does have a tree ordinance that protects trees as discussed under Subchapter I, Aesthetics. The proposed project may remove more than 5 trees, and should this occur, the City will require a permit to remove these trees. Thus, implementation of MM **AES-1**, is required to ensure that a permit is received prior to the commencement of construction should the project require the removal of 5 or more trees. Otherwise, due to existing conditions, the project site does not support any other biological resources that might be protected. As such, no other local policies or ordinances protecting biological resources would apply to the proposed project, as no native biological resources exist on site. Therefore, with the implementation of MM **AES-1**, the Harikrishna Commercial/Retail Development Project would have a less than significant potential to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

f. *No Impact* – Implementation of the project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There are no applicable Habitat Conservation Plans or Natural Community Conservation Plans in effect within the project area. As discussed above, this site has been reviewed for biological resources, and no habitat or species of concern exist that could be adversely affected by project implementation. No further analysis is needed. No impacts are anticipated, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect entitled "Cultural Resources Study for the Harikrishna Retail/Commercial Center Project, City of Highland, San Bernardino County, California," dated December 1, 2022, prepared by BFSA Environmental Services (BSFA, Appendix 6). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background

As a part of the environmental review process for the undertaking, a Cultural Resources Study was prepared to in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed project would cause substantial adverse changes to any "historical or archaeological resources" as defined by CEQA, that may exist in or around the project area.

The Cultural Resources Survey Report made a conclusory finding of No Impact regarding cultural resources. No further cultural resources investigation is recommended for the proposed project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the project, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the project:

- No cultural resources within or adjacent to the project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the project as it is currently proposed will not cause a substantial adverse change to any known historical resources.

- No further cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are discovered during any earth-moving operations associated with the project, the following mitigation measure shall be implemented:

CUL-1 ***Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.***

Additionally, as part of the AB 52 consultation process, the City received a response from the Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians) requesting the following mitigation measures in addition to MMs **TCR-1** and **TCR-2** identified under Section XVIII, Tribal Cultural Resources below:

CUL-2 ***In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.***

CUL-3 ***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.***

With the above mitigation incorporated, as well as the mitigation identified under Tribal Cultural Resources below, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

c. *Less Than Significant With Mitigation Incorporated* –As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered very low. Human remains discovered during the project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. However, the Yuhaaviatam of San Manuel Nation have requested that the following mitigation measure to address unanticipated discovery of human remains or funerary objects be implemented to protect tribal cultural resources as part of the project. Thus, the following mitigation measure shall be implemented:

CUL-4 ***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.

With the implementation of the above mitigation measure in addition to compliance with the law, the proposed project would have a less than significant potential to disturb any human remains, including those interred outside of formal cemeteries.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant With Mitigation Incorporated* –The proposed project consists of a gas station, carwash, and convenience store on the northeast corner of Palm Avenue and 5th Street in the City of Highland. Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. Construction of the proposed project will employ approximately 32 employees on a typical work day, resulting in about 65 round trips per day, which is a minor number of trips requiring energy per day from workers for the approximately 225 working days within which construction will take place. Energy consumption by construction equipment will be reduced through mitigation that requires shutdowns when equipment is not in use after five minutes and ensures that equipment is operated within proper operating parameters (tune-ups) to minimize emissions and fuel consumption. Furthermore, construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. Compliance with CARB regulations idling restrictions would also reduce fuel consumption and energy consumption. These requirements are consistent with State and regional rules and regulations. Under the construction scenario outlined above and in the Project Description, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption during construction. Furthermore, as construction activities would only occur for the short-term duration.

The proposed project will be powered by Southern California Edison (SCE) through the power distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. The site is not anticipated to require a connection to natural gas. The proposed project will employ approximately 8 employees on a typical work day during operation, for a total of up to 15 employees, resulting in about 20 employee round trips per day. Furthermore, mitigation measures (MMs **AQ-4, AQ-5, AQ-6, AQ-7** and **AQ-10**) identified under Section III, Air Quality, above indicate that electric vehicle stations and solar panels will be encouraged to be developed as part of the project should their inclusion in the project be feasible, in addition to requiring the use of electric landscape equipment, and utilizing Energy Star appliances, which will minimize operational energy use even further than through the mandatory energy efficiency requirements discussed below. However, the

Harikrishna Commercial/Retail Development Project structures must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance California Green Building Standards Code, AKA the CALGreen Code (Title 24, Part 11), which became effective on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- The provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance The Building Energy Efficiency Standards (CBSC) would ensure that the building energy use associated with the proposed project would not be wasteful or unnecessary.
- Compliance with Indoor Water use consumption reduced through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills.
- Compliance with SBDC Water Efficient Landscape Ordinance Chapter 83-10 – Landscaping Standards.
- Compliance with SBDC Chapter 83.07 – Glare & Outdoor Lighting.
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.
- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.

Compliance with the above regulatory requirements for operational energy use and construction energy use would not be wasteful or unnecessary use of energy. Further, Edison is presently in compliance with State renewable energy supply requirements and Edison will supply electricity to the project. Thus, under the operational scenario for the proposed project, the proposed project will not result in wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines. No mitigation beyond those identified above are required.

b. *Less Than Significant Impact* – As discussed under issue VI(a), above, the proposed project would be required to meet the CALGreen energy efficiency standards in effect during permitting of the project. The City's must review of design components and energy conservation measures during the permitting process, which would ensure that all requirements are met. The project's consistency with the applicable state and local plans is discussed below.

Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)
Transportation and access to the project site is provided by the local and regional roadway systems. The project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the project site.

Consistency with the Transportation Equity Act for the 21st Century (TEA-21)
The project site is located near major transportation corridors with proximate access to the Interstate freeway system. The project site provides access via existing access routes that would be enhanced as part of the proposed project, and therefore takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similarly zoned uses. The project supports the strong planning processes emphasized under TEA-21. The project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

Consistency with Integrated Energy Policy Report (IEPR)
Electricity would continue to be provided to the project by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2021 IEPR.

Consistency with State of California Energy Plan
The project site is located proximate to transportation corridors with access to the Interstate freeway system. The project site provides access via existing access routes that would be enhanced as part of the proposed project, and therefore takes advantage of existing infrastructure systems. The project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.

Consistency with California Code Title 24, Part 6, Energy Efficiency Standards
The 2022 version of Title 24 was adopted by the California Energy Commission (CEC) and will become effective on January 1, 2023. As the project building construction is anticipated in 2023, it is presumed that the project would be required to comply with the Title 24 standards in place at that time. Therefore, the project is would not result in a significant impact on energy resources.

Consistency with AB 1493 (Pavley Regulations and Fuel Efficiency Standards)
AB 1493 is not applicable to the project as it is a statewide measure establishing vehicle emissions standards. No feature of the project would interfere with implementation of the requirements under AB 1493.

Consistency with California's Renewable Portfolio Standard (RPS)
California's Renewable Portfolio Standard is not applicable to the project as it is a statewide measure that establishes a renewable energy mix. No feature of the project would interfere with implementation of the requirements under RPS.

Consistency with the Clean Energy and Pollution Reduction Act of 2015 (SB 350)
The proposed project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the project would interfere with implementation of SB 350. Additionally, the project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption.

Conclusion

As shown above, the project would not conflict with any of the state or local plans. Therefore, the proposed project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
(ii) Strong seismic ground shaking?	☐	☒	☐	☐
(iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
(iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite land-slide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: Much of the following information is abstracted from the geology technical report prepared for this proposed project. The study is the "*Preliminary Geotechnical Interpretive Report, Proposed Gasoline Station and Convenience Store Assessor's Parcel Numbers 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19, Located on the Northeast Corner of Palm Avenue, City of Highland, San Bernardino County, California,*" Earth Strata Geotechnical Services, Inc., October 21, 2021. This report is provided as Appendix 7a. Additionally, a Paleontological Report has been prepared by BFSA Environmental Services for this project titled *"Paleontological Assessment for the Harikrishna Retail/Commercial Center Project,"* dated December 1, 2022 and provided as Appendix 7b to this Initial Study.

a. Ground Rupture

Less Than Significant Impact – The project site is located in the City of Highland, which is located between several active faults, including the San Andreas Fault and the San Jacinto Faults, which are

both classified as Alquist-Priolo Special Study Zones under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the City of Highland General Plan. According to Figure VII-1 and Appendix 7a, the site is not located within an Alquist-Priolo Special Study Zone. Based on this information, the risk for ground rupture at the site location is very low; therefore, it is not likely that future customers and employees of the project will be subject to the hazards from the rupture of a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

Strong Seismic Ground Shaking

Less Than Significant With Mitigation Incorporated – As stated in the discussion above, several faults run through the City, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, as shown on Figure VII-1, which depicts the City's General Plan Map of fault zones, faults, and type of faults that traverse through the City. As a result, and like all other development projects in the City and throughout the Southern California Region, the proposed project will be required to comply with all applicable seismic design standards contained in the Geotechnical Study provided in Appendix 7a. Compliance with the design coefficients in Appendix 7a (page 12) will ensure that structural integrity will be maintained in the event of an earthquake.

GEO-1 ***The site developer shall incorporate the seismic design coefficients provided in Appendix 7a in the design of structures that serve humans at the project site. The goal is to incorporate design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site.***

With implementation of MM **GEO-1** impacts associated with strong ground shaking can be controlled to a less than significant impact.

Seismic-Related Ground Failure Including Liquefaction

No Impact – According to the map prepared for the San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays (Figure VII-3), the project site is located in an area that is not considered susceptible to seismic-related ground failure, including liquefaction. The Geotechnical Study provided in Appendix 7a indicates that he proposed structures will be supported by compacted fill and competent alluvium, with groundwater at a depth greater than 200 feet. As such, the potential for earthquake induced liquefaction and lateral spreading beneath the proposed structures is considered very low to remote due to the recommended compacted fill, relatively low groundwater level, and the dense nature of the deeper onsite earth materials. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects, , including the risk of loss, injury, or death involving liquefaction. No impacts under this issue are anticipated and no mitigation is required.

Landslides

No Impact – The project site is essentially flat and is therefore not located in an area in which landslides are anticipated to occur. According to the map prepared for the San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays (Figure VII-3), the project site is not located in an area that is considered susceptible to landslides. Therefore, the project will not expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

b. *Less Than Significant With Mitigation Incorporated* – Due to the existing disturbed nature of the project site, the shallow slope of the site (essentially flat), and the type of project being proposed, a potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is generally considered less than significant. The project site is vacant with a limited amount of non-native

vegetation coverage. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control potentially significant erosion hazards during construction and over the long-term. The WQMP is provided as Appendix 9b to this Initial Study. The topography is generally flat with minor elevation change across the site. The project is anticipated to require minimal cut and fill with any cut being reused to balance the site through grading. During project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP and will be required to implement best management practices (BMPs) to achieve concurrent water quality controls after construction is completed and the project is in operation. The following mitigation measures or equivalent BMPs shall be implemented to address these issues:

GEO-2 ***Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.***

GEO-3 ***All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.***

With implementation of the above mitigation measures, implementation of the SWPPP and WQMP, and associated BMPs, any impacts under this issue are considered less than significant.

c. *Less Than Significant With Mitigation Incorporated* – According to the Geotechnical Study (Appendix 7a), the project site is not located within an area considered susceptible to liquefaction or lateral spreading as discussed under issue VII(c), above. Based on the settlement characteristics of the earth materials that underlie the building sites and the anticipated loading, we estimate that the maximum total settlement of the footings will be less than approximately 3⁄4 inch. It is anticipated that the majority of the settlement will occur during construction or shortly after the initial application of loading. Thus, impacts from settlement shall be mitigated through compliance with MM **GEO-1**, which enforces the implementation of geotechnical design recommendations. Additionally, lateral s[reading potential within the site has been evaluated and incorporated into the geotechnical design recommendations, which shall again be enforced through MM **GEO-1**. The proposed development will involve the clearing of the vegetation on site, as well as excavation for both the underground storage tanks (USTs) for gasoline and diesel storage, and for the stormwater management systems. As discussed under issue VII(a) above, through the implementation of the geotechnical design recommendations enforced through the implementation of MM **GEO-1**, the proposed project would have a less than significant potential to 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse.

d. *Less Than Significant With Mitigation Incorporated* – According to the United States Department of Agriculture Web Soil Survey, the project's Area of Potential Effect (APE) is underlain by Tujunga gravelly loamy sand. Also, refer to the soil description in Appendix 7a. This soil class is, according to the USDA Soil Series website, somewhat excessively drained soils, have negligible to low runoff, and flooding is none to frequent.[5] The laboratory test results included in the Geotechnical Study (Appendix 7a) indicate that the earth materials onsite exhibit a very low expansion potential as classified in accordance with 2019 CBC. Furthermore, expansive soils are typically clay type soils, and given that no clay type soils exist at the project site, the development of the project will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. With implementation of MM **GEO-1** to enforce geotechnical design recommendations e, impacts under this issue are considered less than significant. No further mitigation is required.

[5] https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html

e. *No Impact* – The project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.

f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the project has been evaluated as part of the Paleontological Assessment provided as Appendix 7b to this Initial Study. The Paleontological Assessment concluded the following:

The existence of late Holocene axial-valley deposits at the project, and the lack of any known fossil specimens or fossil localities from within a several-mile radius encompassing the subject property support the recommendation that paleontological monitoring is not be required during earth disturbance activities at the Harikrishna Retail/Commercial Center Project. However, if fossils of any sort are discovered during grading and earthmoving activities, a paleontologist must be retained to develop a paleontological Mitigation Monitoring and Reporting Program (MMRP) consistent with the provisions of CEQA and those of the guidelines of the Society of Vertebrate Paleontology (2010). Implementation of the paleontological MMRP would mitigate any adverse impacts (loss or destruction) to potential nonrenewable paleontological resources, if present, to a level below significant.

Thus, The following MMRP guidelines, outlined below, are based on the findings stated above. Paleontological monitoring may be reduced on the observations and recommendations of the professional-level project paleontologist. The following MMRP, when implemented, would reduce potential impacts of paleontological resources to a level below significant:

GEO-4 ***If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county or city-qualified paleontologist shall be consulted to assess the discovery.***

If the discovery is determined to be significant by the paleontologist, an MMRP shall be initiated, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities.

1. ***Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring will be conducted full-time in areas of grading or excavation in undisturbed sedimentary deposits.***
2. ***Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the concerned parties of the discovery.***
3. ***Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be***

protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location.

4. *Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place.*
5. *Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.*
6. *In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.*
7. *In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).*
8. *Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.*
9. *Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Highland) will be consulted on the repository/museum to receive the fossil material.*
10. *A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.*

With incorporation of this contingency mitigation, the potential for adverse impact to paleontological resources will be reduces to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study *"Air Quality and Greenhouse Gas Study Harikrishna Gas Station and Carwash Project, City of Highland, CA"* prepared by Entech Consulting Group dated November 2022, and provided as Appendix 4 to this document.

a&b. *Less Than Significant Impact –*

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e. company owned) and indirect sources (i.e. not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

In 2008, SCAQMD formed a Working Group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the SCAB. The Working Group developed several different options that are contained in the SCAQMD Draft Guidance Document – Interim CEQA GHG Significance Threshold, that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2008. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG

emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions.

If the project's emissions are below the following screening threshold, then the project is less than significant: 3,000 metric tons (MT) CO_2e per year.

Construction Activity GHG Emissions

The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. The most appropriate threshold for the proposed project would be 3,000 MT CO_2e per year as recommended by SCAQMD for all non-industrial projects to evaluate potential for the project to contribute to GHG emissions cumulatively. Table VIII-1 provides a summary of the greenhouse gas emissions and the CalEEMod model runs are provided in Appendix A to Appendix 4 to this Initial Study.

Table VIII-1
PROJECT GREENHOUSE GAS ANNUAL EMISSIONS
(METRIC TONS CO_2e)

Category	CO_2e
Operational Emissions	1,599
Maximum Construction Emissions[1]	252
Total	**1,851**
Guideline Threshold	3,000

CalEEMod Output provided in appendix

The data provided in Table VIII-2 shows that the project would create 1,851 MTCO2e per year the project's GHG emissions would be within the SCAQMD's thresholds of significance of 3,000 MTCO2e per year. Therefore, impacts would be less than significant.

Consistency with GHG Plans, Programs and Policies

In March 2014, the San Bernardino Associated Governments and Participating San Bernardino County Cities Partnership (Partnership) created a final draft of the San Bernardino County Regional Greenhouse Gas Reduction Plan (Reduction Plan). This Reduction Plan was created in accordance to AB 32, which established a greenhouse gas limit for the state of California. The Reduction Plan seeks to create an inventory of GHG gases and develop jurisdiction-specific GHG reduction measures and baseline information that could be used by the 21 Partnership Cities of San Bernardino County, which include the City of Highland.

SB 32/2017 Scoping Plan Consistency
The *2017 Scoping Plan* Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table VIII-2 summarizes the project's consistency with the *2017 Scoping Plan*. As summarized, the project will not conflict with any of the provisions of the *Scoping Plan* and in fact supports seven of the action categories.

Table VIII-2
2017 SCOPING PLAN CONSISTENCY SUMMARY

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. The project would use energy from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		Consistent. The project would be designed and constructed to implement the energy efficiency measures for new commercial developments and would include several measures designed to reduce energy consumption. The project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Consistent. The project would be designed and constructed to implement energy efficiency measures acting to reduce electricity consumption. The project includes energy efficient lighting and fixtures that meet the current Title 24 Standards. Further, the project proposes contemporary industrial facilities that would incorporate energy efficient boilers, heaters, and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty electric vehicle 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new		Consistent. This is a CARB Mobile Source Strategy. The project would not

Action	Responsible Parties	Consistency
urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		obstruct or interfere with CARB efforts improve transit-source emissions.
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.		Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		Consistent. The project implements Transportation Demand Measures (TDMs) that would act to reduce VMT.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Consistent. This is a CARB Mobile Source Strategy. The project would not obstruct or interfere with CARB efforts to Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).
By 2019, adjust performance measures used to select and design transportation facilities		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO-Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	Consistent. The project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Consistent. The project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.

Action	Responsible Parties	Consistency
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Consistent. The project would not obstruct or interfere with agency efforts to improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Consistent. The project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.	CARB	Consistent. When adopted, this measure would apply to all fuel purchased and used by the project in the state. The project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Consistent. The project would be required to comply with this measure and reduce any project-source SLPS emissions accordingly. The project would not obstruct or interfere agency efforts to reduce SLPS emissions.
50 percent reduction in black carbon emissions below 2013 levels.		
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	Consistent. The project would implement waste reduction and recycling measures consistent with State and City requirements. The project would not obstruct or interfere agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Consistent. The project would be required to comply with any applicable Cap-and-Trade Program provisions. The project would not obstruct or interfere agency efforts to implement the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Consistent. The project site is designated for Mixed Use Business Park uses. The project does not propose land conversion. The project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Consistent. The project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. The project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land

Action	Responsible Parties	Consistency
		base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Consistent. Where appropriate, project designs will incorporate wood or wood products. The project would not obstruct or interfere agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		Consistent. The project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Consistent. The project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	Consistent. The project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Consistent. The project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Source: California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017 and CARB, Climate Change Scoping Plan, December 2008.

As shown above, the project would not conflict with any of the *2017 Scoping Plan* elements as any regulations adopted would apply directly or indirectly to the project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. The project will be compliant with the goal and objectives set forth in the Partnership's Reduction Plan as shown on Table VIII-2. Therefore, consistency with the Reduction Plan would result in a less than significant impact with respect to GHG emissions.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

SUBSTANTIATION: A Phase I Environmental Site Assessment (ESA) has been prepared for the project by Earth Strata Geotechnical Services. This report is dated November 18, 2022, and is provided as Appendix 8 to this Initial Study.

Summary of Findings & Recommendations (Phase I ESA)

A site reconnaissance was performed on November 4, 2022. The Earth Strata Geotechnical Services Assessor was not accompanied by anyone due to the vacant state of the property. The site is currently undeveloped.

In summary, the following findings and conclusions were noted:

- From at least 1938 to 1985, the subject site is undeveloped land. By at least 1989, the northeastern portion of the site is graded and by at least 2006, the northeastern of the site is used for storage purposes. No structures have ever been developed on the subject site. The site vicinity consists of residential, commercial, and industrial development.
- Groundwater is reported in the site vicinity to occur at a depth greater than 200 feet below the ground surface (bgs) and is anticipated to flow in the westerly direction.

- No buildings were noted on site; therefore, asbestos containing building materials (ACMs) and lead-based paint (LBP) are not likely present.
- No on- or off-site environmental concerns were noted.

Recommendations
Based on the Phase I ESA, no evidence or indication of recognized environmental conditions (RECs), historical-RECs (HRECs), controlled-RECs (CRECs), or conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the site has been identified. Therefore, no further investigation is recommended for this site.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – During construction of proposed project, hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These hazardous materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles; therefore, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people or the environment. A permitted and licensed service provider will conduct the removal of such hazardous materials; any handling, transporting, use or disposal of hazardous materials would comply with all applicable federal, State, and local agencies and regulations. Additionally, due to the potential on-site use and storage of hazardous and flammable materials, the project would also require an Emergency/Contingency Plan that would establish procedures to follow in the event of an emergency situation (such as a fire or hazardous spill). Oversight for this Plan is provided by the San Bernardino County Fire Department, Hazardous Materials Division, and would be reviewed annually and renewed every three years. However, in order to ensure that no accidental releases of hazardous or potentially hazardous materials occur during construction, the following mitigation measure will be incorporated into the SWPPP prepared for the project and it can reduce such a hazard to a less than significant level.

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.

The Highland Fire Department indicates that gasoline is considered a hazardous material. Therefore, during the operation phase of the project, hazardous or potentially hazardous materials will be routinely handled, stored, and dispensed on the project site. Because the project will include a gas station, underground storage tanks (USTs) will store gas and diesel on the project site, as shown in Figure 3 (site plan). The USTs will consist of double-walled, fiberglass fuel storage tank with leak detection sensors. Because of the nature of the proposed project as a fuel station, the project will be subject to routine inspection by federal, State, and local regulatory agencies with jurisdiction over fuel dispensing facilities. These regulations and regulatory agencies include provisions established by Section 2540.7, Gasoline Dispensing and Service Stations, of the California Occupational Safety and Health Regulations; Chapter 38, Liquefied Petroleum Gases, of the California Fire Code; Resource Conservation and Recovery Act (RCRA); Highland Fire Department; and, California Department of Forestry and Fire Protection (Cal Fire). The above provisions—the routine inspection of the gas station, the permitted USTs, and all associated fuel delivery infrastructure, as well as compliance with all federal, state and local regulations—will ensure that the project operates in a manner that poses no substantial hazards to the public or the environment. No further mitigation is required.

c. *No Impact* – The proposed project site is not located within one quarter mile of a school. The nearest schools are Cypress Elementary School (located about 0.75-mile northwest of the project site) and Thompson Elementary School (located about 1 mile north of the project site), which is part of the San

Bernardino City Unified School District. Based on this information, implementation of the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.

d. *Less Than Significant Impact* – This site is flat with remnants of an abandoned olive grove, with scattered weeds and other vegetation surrounding the abandoned olive trees. The project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST), three facilities are listed on the database as Arco AM PM #5617 and Safety Kleen Coorporation. Arco AM PM #5617 is located immediately south of and potentially cross gradient from the site. Safety Kleen Coorporation and Safety Kleen Corp are located approximately 0.10-mile south of and potentially cross gradient of the site. According to GeoTracker, these facilities are listed as "Case Closed." According to the Phase I ESA provided as Appendix 8, based on the regulatory status, direction, and depth to groundwater, these facilities would not be considered an environmental concern to the site. Additionally, a search of the State Hazardous Waste Site database(s) identified no facilities within the vicinity of the project site.

The State Solid Waste Facilities and Landfills and Recycling databases include an inventory of active, closed, and inactive solid waste disposal facilities, landfills, refuse transfer stations, and recycling facilities (non-landfill sites). One facility is listed on the database as "Norton Airforce Base (LNDFLL #2)" Norton Airforce Base and is located approximately 0.14-mile southwest of and downgradient from the site. Additionally, an area mapped as Norton Airforce Base is also located 0.27-mile and northwest of and downgradient of the site. Based on the direction and depth to groundwater, this facility would not be considered an environmental concern to the development of the project site. All other potentially hazardous facilities within a 2,500-foot radius of the project site discussed within the Phase I ESA were determined to not be of an environmental concern to the development of the project site. Therefore, the proposed construction and operation of the site as the Harikrishna Commercial/Retail Development Project will not create a significant hazard to the population or to the environment from their implementation. Impacts under this issue are considered less than Significant. No mitigation is required.

e. *Less Than Significant Impact* – There nearest public airport is the San Bernardino International Airport, the boundary for which is directly adjacent to the project site to the east. No private airports are located within the vicinity of the project. According to the City of Highland General Plan San Bernardino International Airport Influence Area (AIA) map—provided as Figure IX-4—the project site is located within the designated planning boundary. The project will not be constructed at a height greater than that which is allowed by the FAA and the Airport. The City's Municipal Code Chapter 16.40.410 "Airport of overlay zone and safety compatibility" establishes the Airport Safety Zones, which provide greater safety to both aviators and the general public by establishing requirements for land use compatibility reviews within designated areas in close proximity to an airport or heliport. The Airport Safety Zone protects the public health and safety in the area of the airport by minimizing exposure to crash hazards and high noise levels that may be generated by the operations of an airport and to encourage future compatible development for the continued operation of the airport. The proposed project must comply with Chapter 16.40.410 of the City's Municipal Code, and therefore, the project will have a less than significant potential to cause or experience any adverse impact related to public or private airport operations. Impacts under this issue are considered less than significant. No mitigation is required.

f. *Less Than Significant Impact* – The proposed project will operate entirely within the boundaries of the project site, which is located at the northeast corner of 5th Street and Palm Avenue. However, construction will require minimal construction within the adjacent roadways to install laterals for sewer, fire water, and water connections to the site. With only minor off-site improvements envisioned, circulation on these roadways during construction will be maintained. It is not anticipated that development of the project site would impair implementation of or physically interfere with an

adopted emergency response plan or emergency evacuation plan because the site activities will be confined within the proposed project site. The proposed onsite parking and circulation plans will be reviewed by the local Fire Department and Police Department to ensure that the project's ingress/egress are adequate for accommodating emergency vehicles. Finally, a construction traffic plan will be required to be submitted to the Fire Department prior to development in order to provide adequate emergency access during construction of the proposed project. Therefore, there is no potential for the development of the project to physically interfere with any adopted emergency response plans, or evacuation plans. No impacts are anticipated, and no mitigation is required.

g. *No Impact* – According to the Fire Hazard Areas map gathered from the Safety Element of the City's General Plan (Figure IX-5), the proposed project site is not located in an area of concern for fire hazards, particularly due to its location in an urban area at a distance from the nearby San Bernardino Mountains. The proposed project is required to conform to applicable minimum standards for fire safety as defined in the City of Highland Building Code and the 2022 CBC. Therefore, project implementation would not result and a potential to expose people or structures to fire hazards. Potential project-related impacts are less than significant; no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	☐	☐	☒	☐
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	☐	☐	☒	☐
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	☐	☒	☐	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION: An Infiltration Testing Report has been prepared for the proposed project by Earth Strata Geotechnical Services, Inc. titled *"Infiltration Testing for Water Quality Treatment Areas, Proposed Commercial Development, Assessor Parcel Numbers 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, and 1201-301-19, Located at the Southeast Corner of Palm Avenue and Meines Street, City of Highland, San Bernardino County, California,"* dated October 25, 2021 and provided as Appendix 9a. Additionally, a Water Quality Management Plan (WQMP) has been prepared by Ventura Engineering Inland, Inc. for the proposed project titled *"Water Quality Management Plan For: New Commercial / Retail Agency Number – WQP21-004 APNS: 1201-331-02, 03, 05, 14, 15 & 19,"* dated May 11, 2022 and provided as Appendix 9b.

a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project would be supplied with water by East Valley Water District (EVWD) that uses groundwater and imported water to meet customer demand.

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and

potential discharges of pollutants, such as accidental spills. Municipal wastewater is collected by EVWD and is currently delivered to San Bernardino Municipal Water Department's Water Reclamation Plant (WRP), which meets the waste discharge requirements imposed by the RWQCB. EVWD is currently developing the Sterling Natural Resource Center (SNRC), anticipated to be online and capable of treating up to 10 million gallons (MG) of wastewater per day by March of 2023. Thus, it is anticipated that project wastewater will be delivered to EVWD's SNRC, which will also meet the waste discharge requirements imposed by the RWQCB.

Under the proposed project, a car wash will be constructed. The carwash will include a gray water recycling system, which will collect, treat, and filter gray water from previous car wash cycles for use with future car wash cycles. Through the use of this gray water recycling system, little or no gray water will be discharged into the municipal sewer system for wastewater treatment. This is illustrated on page 4 of the Grading Plans provided as Appendix 3. Thus, the gray water will not further degrade water quality onsite.

To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP (Appendix 9b) stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the project has been developed. Because the project site consists of pervious surfaces, the project has identified onsite drainage that will generally be directed to the water quality management basins, infiltration, and other water quality control measures that will be developed as part of the project. The SWPPP would specify the BMPs that the project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as MM **HAZ-1** above, the development of project will not cause a violation of any water quality standards or waste discharge requirements.

b. *Less Than Significant Impact* – The project does not propose the installation of any water wells that would directly extract groundwater and the change in pervious surfaces to impervious surfaces will be minimal because the site itself is not large at only 1.9-acre. The project site is located in the San Bernardino Basin (SBB) and is served with water service by EVWD. EVWD's water supply consists primarily of groundwater from wells in the SBB, (accounting for approximately 80% of the total water supply. In addition to groundwater, EVWD provides treated surface water from the Santa Ana River and the State Water Project (SWP), from which it obtains imported water. As stated above, under Subchapter IV, Biological Resources, the proposed project falls within the boundaries of the IVDA AGSP Planning Area. As such, the technical and environmental analyses prepared as part of the IVDA AGSP EIR, published for public review on December 22, 2022, can be utilized in relation to projected water use for projects proposed within the AGSP Planning Area. The AGSP EIR anticipated that commercial uses would demand 2,000 gallons per day per acre, thus, the proposed project is anticipated to demand about 3,800 gallons per day (gpd) or 4.26 AFY in order to support the needs of the project. EVWD's 2020 water use by commercial uses, as defined in the 2020 Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan (IRUWMP), was 1,024 AFY, and is projected to grow to 2,197 AFY by 2045. The total water supply in 2045, including potable and non-potable sources is projected to be 25,625 AFY, while the demand for that same period is anticipated to be 22,283 AFY. Thus, the projected water demanded by the proposed project would be well within the projected available supply for water by EVWD for Commercial uses. Therefore, the construction of the Harikrishna Commercial/Retail Development Project is not forecast to cause a significant demand for new groundwater supplies. The potential impact under this proposed project is considered less than significant; no mitigation measures other than the installation of standard water conservation fixtures and use of drought resistant landscaping are required; these measures have been incorporated into the design for the project.

c. i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed project is not anticipated to significantly change the volume of flows downstream of the project site and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. According to the Preliminary WQMP provided as Appendix 9b to this Initial Study, impervious coverage of the site as proposed is anticipated to be about 70.5% of the site after applying preventative site design practices as part of the project Low Impact Development (LID) best management practices (BMPs), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through the identified onsite drainage that will generally be directed to the water quality management basins, infiltration, and other water quality control measures as shown on the Grading Plans provided as Appendix 3. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with City and County requirements. The downstream drainage system will not be altered and given the control of future surface runoff from the project site, thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

c. ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

Less Than Significant Impact – The proposed project will alter the existing drainage courses or patterns onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site, which would prevent flooding onsite or offsite from occurring. According to the Preliminary WQMP provided as Appendix 9b to this Initial Study, impervious coverage of the site as proposed is anticipated to be about 70.5% of the site after applying preventative site design practices as part of the project LID BMPs, and onsite surface flows will be collected and conveyed in a controlled manner through the project site through the identified onsite drainage that will generally be directed to the water quality management basins, infiltration, and other water quality control measures as shown on the Grading Plans provided as Appendix 3. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with City and County requirements. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

c. iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant With Mitigation Incorporated – As indicated above, the project will not substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater capacity, or provide substantial additional sources of polluted water, particularly because the site plan includes a perforated infiltration trench, pervious pavement, and other water quality control measures that will collect on-site runoff. The project will require the implementation of a SWPPP and WQMP, and implementation of mitigation measure **HAZ-1**, which will ensure that discharge of polluted material does not occur or is remediated in the event of an accidental spill. However, impervious coverage of the site as proposed is anticipated to be about 70.5% of the site after applying preventative site design practices as part of the project LID BMPs, and onsite surface flows will be collected and conveyed in a controlled manner through the project site through the identified onsite drainage that will generally be directed to the water quality management basins, infiltration, and other water quality control measures as shown on the Grading Plans provided as Appendix 3. At present, the site is mostly pervious, and runoff is either retained on site or is directed into adjacent public rights-of-way; thus, with the development of the site as proposed and through development of the planned drainage systems, runoff from the site would be managed more

efficiently than that which exists at present. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with implementation of mitigation.

c. iv. Impede or redirect flood flows?

Less Than Significant Impact – According to the County of San Bernardino Flood Hazard Map (Figure X-1), the proposed project is not located in a 100-year or 500-year flood hazard area. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with San Bernardino County requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

d. *Less Than Significant Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the City of City of Highland Flood Hazards Map (Figure X-2), the project is within the limit of flooded area if the dam were to fail. The Seven Oaks Dam stores an average of about 10,000 acre-feet of water per year and was designed to resist an earthquake measuring 8.0 on the Richter scale, with any point able to sustain a displacement of four feet without causing any overall structural damage. An earthquake event of this magnitude is extremely unlikely. The Pacific Ocean is located more than 50 miles from the Pacific Ocean, which eliminates the potential for a tsunami to impact the project area. Additionally, a seiche would not occur within the vicinity of the project because no lakes or enclosed bodies of water exist near the site that could be impacted by such an event. It is anticipated that through compliance with the City's Municipal Code, implementation of the onsite drainage system, and LID BMPs enforced through the WQMP, inundation hazards within the City would be reduced to a level of less than significant. Therefore, the potential to expose people or structures to a significant risk of pollutants due to inundation would be minimal. No mitigation is required.

e. *Less Than Significant Impact* – The project site is located in the SBB, as described under issue X(b), above, which has been designated very low priority by the Sustainable Groundwater Management Act (SGMA).[6] The SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins and requires GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California. The SGMA "requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline."[7] According to the California Department of Water Resources Groundwater Sustainability Agency Formation Notification System[8], the groundwater basin underlying the project is not considered to be a basin that requires management under the Sustainable Groundwater Management Act. Given that the project is located within a basin that is considered very low priority, no conflict or obstruction of a sustainable groundwater management plan is anticipated. As such, the project would not conflict with a sustainable groundwater management plan. Water consumption and effects in both basins indicates that the proposed project's water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short (SWPPP) and long (WQMP) term best management practices at the site, no potential for conflict or obstruction of the RWQCB's water quality control plan has been identified.

[6] https://gis.water.ca.gov/app/bp-dashboard/final/
[7] https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management
[8] https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

SUBSTANTIATION

a. *No Impact* – The project site is designated by the City's General Plan as Industrial use, and it is zoned for Industrial use. The project entitlements include a change in the General Plan land use designation to BP – Business Park and a change in the zone classification to BP – Business Park. The surrounding uses immediately adjacent to the project site also consist of a mix of industrial and commercial uses, with the commercial uses focused on the actual intersection of 5th Street and Palm Avenue. The land use immediately south of the project site is a gas station and convenience store, and as such, the proposed use would conform to the surrounding uses. Consequently, the development of the project site with the proposed use will not divide any established community in any manner and the proposed use will integrate seamlessly with the surrounding uses. Therefore, no adverse impacts under this issue are anticipated and no mitigation is necessary.

b. *Less Than Significant Impact* – The project site is zoned for Industrial use and is designated by the City's General Plan as Industrial use. The project entitlements include a change in the General Plan designation to BP – Business Park and a change in the zone classification to BP – Business Park. The project site is also located within the Airport Influence Area, but the project site is not located within the landing pattern for the Airport's runway. As discussed under issue IX(e), above, the project will not be constructed at a height greater than that which is allowed by the FAA and the Airport. The project also must comply with the provisions set forth in the City's Municipal Code Chapter 16.40.410 "Airport of overlay zone and safety compatibility," which establishes the Airport Safety Zones. Thus, Harikrishna Commercial/Retail Development Project will not directly conflict with routine Airport operations. Therefore, the implementation of this project at this site will be consistent with surrounding land uses. Based on this information, implementation of the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under this issue are considered less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

SUBSTANTIATION:

a. *Less Than Significant Impact* – The City's General Plan, Conservation and Open Space Element, Mineral Resources section indicates that more than one-half of the City is underlain by an MRZ-2 designation (significant deposits are likely to be present, page 5-27 of the Element). However, the General Plan text also further states that "most of the MRZ zones exist in areas that have already been developed." The project site falls within the latter category of MRZ-2 designated land. The intersection of 5th and Palm has been developed for decades, and the approximate 1.9-acre site is too small to support a sand and gravel mining operation. Based on these findings, the proposed project's implementation will have a less than significant impact on overall mineral resource availability within the City of Highland.

b. *No Impact* – The City has not included this proposed project site within its Industrial Extractive classification, and as such, the site is not planned to be used for mining activities by the City. Therefore, the development of the project will not cause any loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of Highland General Plan. No adverse impact would occur under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

SUBSTANTIATION

Background

Noise is generally described as unwanted sound. The proposed Harikrishna Commercial/Retail Development Project will be developed within a 1.9-acre site that will include a fuel and diesel station, convenience store, and car wash structures.

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

City of Highland General Plan Noise Element
The City of Highland General Plan Noise Element (Chapter 7 of the General Plan) identifies several policies to minimize the impacts of excessive noise levels throughout the community. The Noise Element provides policy guidance which addresses the generation, mitigation, avoidance, and the control of excessive noise. To protect the City of Highland residents from excessive noise levels, the Noise Element contains the following three goals:

Noise Element: Goal 7.1
Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.

Noise Element: Goal 7.2
Encourage the reduction of noise from transportation-related noise sources such as automobile and truck traffic.

Noise Element: Goal 7.3
Protect residents from the effects of "spill over" or nuisance noise.

The noise policies specified in the Noise Element provide the guidelines necessary to satisfy each of these goals. To ensure that residents are not exposed to excessive noise levels (Goal 7.1), Policies 7.1.1 to 7.1.7 indicate that sensitive land uses such as housing, health care facilities, schools, libraries, and religious facilities should not experience exterior noise levels greater than 65 dBA CNEL for exterior areas and 45 dBA CNEL for interior areas. City Noise Element Policies 7.2.1 to 7.2.5 outline the transportation-related guidelines and mitigation strategies the City uses to satisfy Goal 7.2. To protect residents from sources of operational and construction noise (Goal 7.3), the Noise Element includes Policies 7.3.1 to 7.3.5 to adopt a Noise Ordinance and ensure noise issues between land uses are reduced.

The City of Highland Municipal Code sets forth the City Standards, guidelines and procedures concerning the regulation of noise. The City categorizes land uses into designated noise zones assign appropriate interior and exterior noise standards. The appropriate interior and exterior noise standards are identified on Tables 7.1 and 7.2 of the General Plan. These tables are provided below as Table XIII-1 and XIII-2, interior and exterior noise standards, respectively.

Table XIII-1
CITY OF HIGHLAND INTERIOR NOISE STANDARDS

Type of Land Use	CNEL (dBA)
Residential	45
Educational/churches, other institutional uses	45
General offices	50
Retail stores, restaurants	55
Manufacturing, warehousing	65
Agricultural	55
Sand and gravel operations	75

Source: Chapter 8.50, Noise Control, City of Highland Municipal Code

Table XIII-2
CITY OF HIGHLAND EXTERIOR NOISE STANDARDS

Type of Land Use	Time Interval	CNEL (dBA)
Residential	10 PM – 7 AM	55
	7 AM – 10 PM	60
Agricultural/Equestrian	10 PM – 7 AM	60
	7 AM – 10 PM	65
Commercial	10 PM – 7 AM	65
	7 AM – 10 PM	70
Manufacturing or warehousing	Any Time	75
Open Space	Any Time	75

Source: Chapter 8.50, Noise Control, City of Highland Municipal Code

EXHIBIT XIII-1
LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

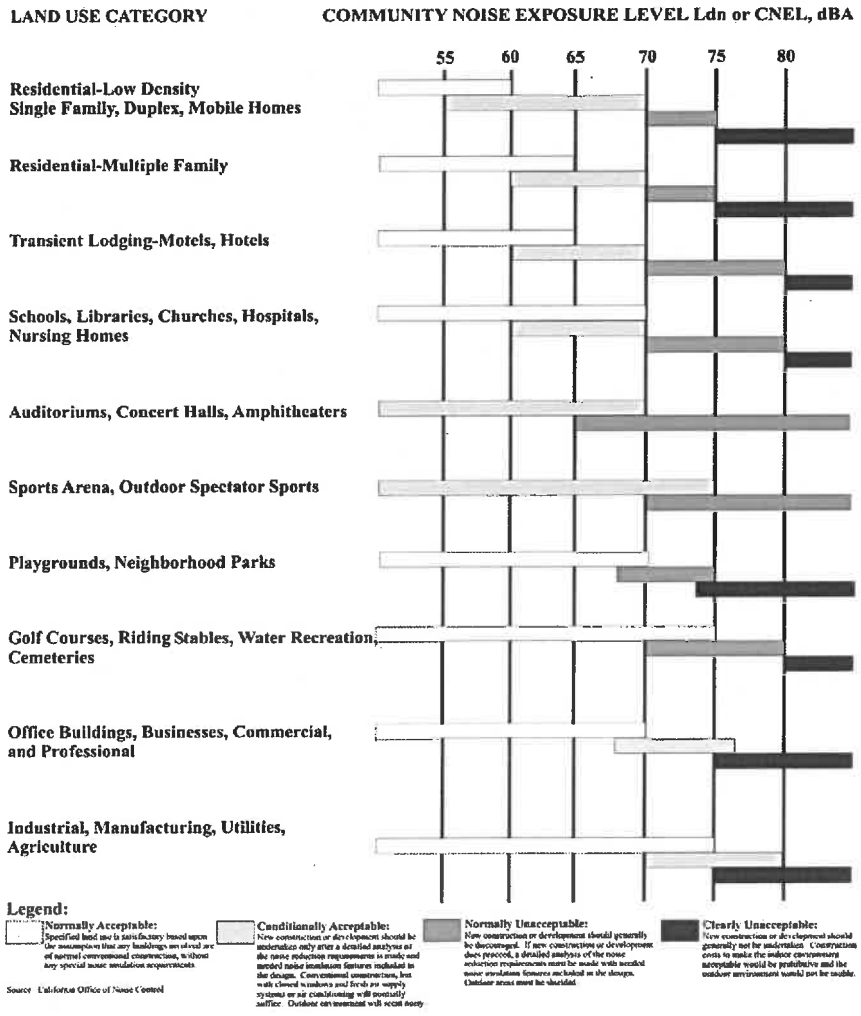


EXHIBIT XIII-2
INTERIOR AND EXTERIOR NOISE STANDARDS

Land Use		*CNEL (dBA)*	
Categories	*Uses*	*Interior* [1]	*Exterior* [2]
Residential	Single and multi-family, duplex	45[3]	65
	Mobile homes	----	65[4]
Commercial	Hotel, motel, transient housing	45	---
	Commercial retail, bank, restaurant	55	---
	Office building, research and development, professional offices	50	---
	Amphitheater, concert hall, auditorium, movie theater	45	---
	Gymnasium (Multipurpose)	50	---
	Sports Club	55	---
	Manufacturing, warehousing, wholesale, utilities	65	---
	Movie Theaters	45	---
Institutional/ Public	Hospital, school classrooms/playgrounds	45	65
	Church, library	45	---
Open Space	Parks	---	65

[1] Indoor environment excluding: bathrooms, kitchens, toilets, closets, and corridors
[2] Outdoor environment limited to:
- Private yard of single-family dwellings
- Multi-family private patios or balconies accessed from within the dwelling (Balconies 6 feet deep or less are exempt)
- Mobile home parks
- Park picnic areas
- School playgrounds
- Hospital patios

[3] Noise level requirement with closed windows, mechanical ventilation or other means of natural ventilation shall be provided as per Chapter 12, Section 1205 of the Uniform Building Code.
[4] Exterior noise levels should be such that interior noise levels will not exceed 45 dBA CNEL.

Airport Noise
The project site is located in close proximity to the San Bernardino International Airport, about one block north of the northeastern boundary of the Airport and is therefore located in a relatively high background noise environment. As of 2019, the project site is outside of the Airport's CNEL 65 noise contour (Figure XIII-1).[9] As a result of the operation of the San Bernardino International Airport's Eastgate Building 1 project, the noise contours have changed significantly as Airport traffic increases related to the operation of the Eastgate Building 1 project. Regardless, once constructed (by 2024), the project site will remain located outside of the 65 CNEL noise contour (Figure XIII-2). As such, the noise environment at the project site is anticipated to increase by the time that the proposed project is constructed and in operation.

Impact Analysis

a. *Less Than Significant With Mitigation Incorporated* – The proposed project is located in a developed area and is adjacent to a major roadway which experiences heavy traffic due to the large number of logistics centers and warehouses located along the 5th and 3rd Street Corridors, particularly given that these routes have been identified as truck routes by the City. Short-term noise levels associate with

[9] San Bernardino County, 2018; AEDT 2d; Adapted by ESA, 2018

project construction activities will not impact any sensitive receptors, as the noise generated from the Airport and from adjacent traffic would dominate the noise environment at the nearest sensitive receptor. Though the project is located in an industrial corridor, there are a few non-conforming uses located across the street from the project site to the south, and as such, there are sensitive receptors nearby that could experience an increased noise level as a result of the proposed project.

Short-Term Noise

The City Municipal Code Section 15.48.030 states that no person shall allow construction activities to commence any earlier than one-half hour before sunrise or to terminate no later than one-half hour after sunset Monday through Sunday. However, emergency construction activities performed either by or on behalf of the City shall be exempt from this requirement. Construction noise is considered a common necessity for new development. Therefore, through compliance with the City's noise standards, short-term construction impacts would not expose persons to or generate noise in excess of standards established by the City or by any other applicable agencies. Thus, short-term construction impacts would be considered less than significant. The project will comply with the City Municipal Code, as construction will occur only within the hours considered allowable by the City. Construction equipment generates noise that ranges between approximately 75 and 90 dBA at a distance of 50 feet. Refer to Table XIII-3 below, which shows construction equipment noise levels at 25, 50 and 100 feet from the noise source. The nearest residence's property line to the project site is located about 600 feet from the project's property line, which would provide sufficient attenuation to ensure constriction noise is minimized at the nearest sensitive receptor. The short-term noise impacts associated with project construction activities are forecast to be less than significant through compliance with the City Municipal Code—as addressed above—and by implementing the following measures. As construction activities may be a nuisance to nearby residents, the following mitigation shall be implemented:

NOI-1 ***The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.***

NOI-2 ***Equipment not in use for five minutes shall be shut off.***

NOI-3 ***Equipment shall be maintained and operated such that loads are secured from rattling or banging.***

NOI-4 ***Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.***

NOI-5 ***Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.***

NOI-6 ***No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.***

NOI-7 ***Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout***

construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint.

Thus, based on the existing noise circumstances within the vicinity of the project (i.e. from the Airport and from existing traffic along Tippecanoe Avenue), short-term noise impacts are considered less than significant with the implementation of the mitigation measures above.

Long-Term Noise

The long term or permanent change in noise consists of the additional trips associated with full operation of the Harikrishna Commercial/Retail Development Project. Due to the high background noise as a result of the proximity of the Airport and due to the large volume of traffic noise generated at both Palm Avenue and 5th Street directly adjacent to the project site, the additional trips generated to the site each day would not cause a significant change in the existing noise on the project site. Furthermore, due to the high traffic volumes along Palm Avenue and 5th Street, the project site is located in a high existing background traffic noise environment. Additionally, the City of Highland Future Roadway Noise Contours Map (Figure XIII-3) indicates that boundaries of the proposed project fall within the future 65, 70, and 75 CNEL noise limits. Once the project is in operation, the project will require delivery of gasoline, diesel, and convenience store, approximately five to six times a week. Commercial truck delivery activities are not known at this time. Truck access to the project site will be via Palm Avenue and 5th Street. Low speed and idling trucks can generate maximum noise levels of up to 79 dBA at 50 feet away; however, given the more than 600-foot distance of the nearest residences, the proposed project would not exceed or substantially contribute to the CNEL or permanent increase in noise levels. Other sources of potentially excessive noise include those noises associated with tire noise, slamming of doors, and pedestrians. However, with the background noise from the Airport, which, as previously stated, is has recently increased due to increased Airport flight operations, and the short-term, single event nature of the aforementioned activities, operational noise is not expected to violate the City Municipal Code noise standards but will cause temporary increases in noise levels. The project will be required to comply with the Noise Control standards outlined in the City Municipal Code which prohibits the timing of noisy events in the evening, thus with no long-term increases in ambient noise levels, impacts under this issue are considered less than significant. No mitigation is required.

Table XIII-3
NOISE LEVELS OF CONSTRUCTION EQUIPMENT AT 25, 50 AND 100 FEET (in dBA LEQ) FROM THE SOURCE

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
Earthmoving			
Front Loader	85	79	73
Backhoes	86	80	74
Dozers	86	80	74
Tractors	86	80	74
Scrapers	91	85	79
Trucks	91	85	79
Material Handling			
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Derrick	94	88	82

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
Stationary Sources			
Pumps	82	79	70
Generator	84	78	72
Compressors	87	81	75
Other			
Saws	84	78	72
Vibrators	82	76	70

Source: U.S. Environmental Protection Agency "Noise"

b. *Less Than Significant Impact* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second) and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The FTA Assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The Federal Transit Association (FTA) guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential project related vibration impacts.

In the short term, the excavation activities required to install the UST have some potential to create some vibration to the adjacent parcels, but with no sensitive receptors within close proximity to the project footprint, no mitigation is necessary to ensure that the proposed project construction does not result in significant vibration. The proposed project would be constructed with smooth pavement throughout the project and would not result in significant groundborne noise or vibration impacts from vehicular traffic during operation. Thus, any impacts under this issue are considered less than significant.

c. *Less Than Significant Impact* – There nearest public airport is the San Bernardino International Airport, the boundary for which is located about one block south of the project site. No private airports are located within the vicinity of the project. According to the City of Highland General Plan San Bernardino International Airport Influence Area (AIA) map—provided as Figure IX-4—the project site is located within the designated planning boundary. As stated in the preliminary discussion at the beginning of this Subchapter, the project site will not be located within any Airport noise contour (Figure XIII-2). The traffic noise along 5th Street and Palm Avenue are at a similar to that which is generated by the Airport. The project's business park use is considered normally acceptable with exterior noise levels between 65-70 CNEL, depending on the time of day (refer to Table XIII-2), with interior standards at 55 CNEL (refer to Figure XIII-1). Furthermore, standard building construction

typically provides up to 25 dBA CNEL of attenuation, which would reduce the interior noise levels within the building to satisfy the 55 dBA CNEL interior noise level standard of the City of Highland General Plan Noise Element. As such, though the project is located within a high background noise environment from the nearby Airport and adjacent traffic noise, the noise levels at the project site would not exceed acceptable noise levels enforced by the City of Highland; therefore, the project would have a less than significant potential to expose people residing or working in the project area to excessive noise levels.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION

a. *Less Than Significant Impact* – According to the SCAG's profile for the City of Highland (2021), the City had a population of 55,211 in 2020. The type of use planned for the project site is not of a type that would induce substantial population growth in the area. No housing is proposed as part of the project. Relative to the total number residents of Highland—approximately 55,211 persons—an increase of about 15 employees as possible new residents represents a minor increase in the area population. This nominal change in the work force within the City is well within the City's General Plan Build Out population estimate of 72,137 persons within the incorporated City. The proposed project is not anticipated to contribute to substantial growth in the area beyond that which has been planned by the City (an estimated 23.5% until buildout). Thus, based on the type of project, and the small increment of potential indirect population growth the project may generate, the population generation associated with project implementation will not induce substantial population growth that exceeds either local or regional projections.

b. *No Impact* – No occupied residences are located on the project site; therefore, implementation of the proposed project will not displace substantial numbers of existing housing or persons, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

SUBSTANTIATION

a. *Less Than Significant Impact* – The California Department of Forestry and Fire Protection (CDF) provides fire protection and emergency medical services to the Highland community through a cooperative agreement that provides for CDF employees to staff City-owned facilities and apparatus. The City has three fire stations: Station 541 located at 26974 Base Line; Station 542 located at 29507 Base Line; and Station 543 is located at 7469 Sterling Avenue. Station 541 is located about 1.2 miles north of the project site. The proposed project would include the installation of fire hydrants to assist in combating potential fire hazards should they arise. As previously stated, due to the potential on-site use and storage of hazardous and flammable materials, the project would also require an Emergency/Contingency Plan that would establish procedures to follow in the event of an emergency situation (such as a fire or hazardous spill). Oversight for this Plan is provided by the County of San Bernardino Fire Department, Hazardous Materials Division, and would be reviewed annually and renewed every three years. Implementation of necessary maintenance, training and emergency preparation provided by the Emergency/Contingency Plan, would ensure that the Proposed project would have a less than significant impact on fire protection services. Therefore, impacts under this issue are considered less than significant. No mitigation is necessary.

b. *Less Than Significant Impact* – The proposed project site is in an urbanized area with substantial lighting and substantial traffic flow in the vicinity of the project site, due to the fact that both 5th Street and Palm Avenue are well-traveled. The City of Highland Police Department, which is a part of the San Bernardino County Sheriff service area, would provide police protection services to the project via their headquarters at Baseline and Central. Development of the site, which is, would introduce new structures, employment opportunities and customers to the project site. This would result in an incremental increase in demand for law enforcement services but is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the Applicant is required to comply with the provisions of the City of Highland's Development Impact Fee Ordinance (City Municipal Code, Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Additionally, the project is not expected to result in any unique or more extensive crime problems that cannot be handled with the existing level of law enforcement resources. No new or expanded police facilities would need to be constructed as a result of the project. Therefore, impacts to police protection resources from implementation of the proposed project are considered less than significant; no mitigation measures are required.

c. *Less Than Significant Impact* – The proposed project is located within the area served by San Bernardino City Unified School District (SBCUSD). The nearest school is located about one mile north/northwest of the project site is Cypress Elementary School on Central Avenue, which is located north of 5th Street. As addressed above under issue Population and Housing, XV(a) above, the proposed project does not include any land uses that would substantially induce population growth and will not require a substantial temporary or permanent labor force. Additionally, the payment of school fees is mandated, and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the project. Thus, the proposed project will not generate a substantial increase in elementary, middle, or high school population. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.

d. *Less Than Significant Impact* – As stated in the preceding sections, the proposed project is not anticipated to create a substantial increase in population through providing employment opportunities at the proposed Palm Avenue and 5th Street fuel station and convenience store site. According to the City of Highland General Plan, Chapter 8, Parks, Recreation, and Trails, "the City uses State Quimby Act and its Development Code for fees and land dedications as well as the Capital Improvement Program to establish standards and schedules for acquisition and development of new park or rehabilitation of existing parks and recreation facilities" (City GP pg. 8-3). The proposed project will be required to pay all applicable Development Code fees once the project has been approved. Therefore, with no potential to substantially increase the City's population, the project's contribution to park and recreation facilities within the City would result in a less than significant impact under this issue. No mitigation is required.

e. *Less Than Significant Impact* – Other public facilities include library and general municipal services. Since the project will not directly induce substantial population growth, it is not forecast that the use of such facilities will substantially increase as a result of the proposed project. According to the City General Plan Public Facilities and Services section, the City requires new commercial and industrial development to contribute in-lieu fees for public art improvements. Therefore, the project will be required to contribute these in-lieu fees and these fees are considered sufficient to offset any impacts to other public facilities as a result of implementing the project. Thus, any impacts under this issue are considered less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

SUBSTANTIATION

a. *No Impact* – As addressed in the discussion under XIV and XV(d) above, the proposed project does not include a use that would substantially induce population growth and will not require a substantial short- or long-term labor force for either construction or operations of the proposed project. Thus, the proposed project will not generate a substantial increase in residents of the City who would increase the use of existing recreational facilities. Additionally, the proposed project will be developed on land that is designated by the City's General Plan for Industrial use and is not listed in any planning documents as desirable land for future park development, nor would the proposed change in land use designation to BP – Business Park allow for park or recreation use of the project site. Therefore, the proposed project would have no potential to physically deteriorate park or recreational facilities through increased use. No mitigation is required.

b. *No Impact* – The proposed project consists of a fueling, car wash, and convenience store. The project will not include any recreational facilities, nor will it require the construction of new recreational facilities or expansion of new recreational facilities because the proposed project is not anticipated to substantially induce any population growth with related increase in demand for such resources. The use of the site as Harikrishna Commercial/Retail Development Project is not forecast to require a substantial short- or long-term labor force. As a result, no recreational facilities—existing or new—are required to serve the project, thus no new adverse recreational impacts are anticipated under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

SUBSTANTIATION: The following section is informed by the "Trip Generation Memo and VMT Screening Assessment Proposed Gas Station and Car Wash NEC Palm Ave and W. 5th St, Highland," (TG & VMT Memo) prepared by K2 Traffic Engineering, Inc, and dated November 16, 2022. The TG & VMT Memo is provided as Appendix 10.

a. *Less Than Significant With Mitigation Incorporated* – Implementation of the project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The project is located at the northeast corner of the intersection of Palm Avenue and 5th Street in the City of Highland. 5th Street is designated in the City of Highland's Circulation Element as a Major Highway west of Palm Avenue within the City's boundary and as a Primary Arterial east of Palm Avenue. Palm Avenue is designated in the City of Highland's Circulation Element as a Major Highway north of Pacific Street and between Base Line Street and 3rd Street; a Special Collector Street between Pacific Street and Base Line Street; and a Primary Arterial south of 3rd Street. 5th Street from Palm Avenue to State Route (SR) 210 operates at a level of service (LOS) of B; 5th Street from Central Avenue to Palm Avenue operates at an LOS of A. The Level of Service standard for intersections in the City of Highland is LOS D or better for peak hour operations and LOS C or better for roadway segments. Based on the City of Highland's Public Works Policies, Procedures, and Standards, all intersection levels of service below "D" and all roadway segment levels of service below "C" shall be mitigated.

Construction

During construction it is anticipated that a maximum number of 32 employees will be required to support the construction of the project each day. Delivery of construction supplies and removal of any excavated materials, if necessary, will be accomplished using trucks during normal working hours, with a maximum of 45 round trips per day. As such, construction is anticipated to result in less than 100 round-trips per day. The construction traffic is considered minimal and not anticipated to lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level for the temporary duration of construction.

Operation

Given that both Palm Avenue and 5th Street are currently operating at acceptable conditions, and the ingress and egress from the project site will be reviewed by City traffic engineers prior to construction, it is not anticipated that traffic generated by operation of the Harikrishna Commercial/Retail Development Project would lower the LOS levels within this roadway segment or surrounding segments to an unacceptable level.

Based on a review by City Staff, the proposed project is not anticipated to create operational LOS deficiencies at any area intersections, particularly given that the proposed project falls within the IVDA AGSP Planning Area. The existing signal at the corner of 5th Street and Palm Avenue will be updated per City of Highland Street Standards (shown in Appendices 1 and 3). However, the proposed project may contribute to cumulative deficiencies within the City. Thus, in order to ensure that the project generated trips do not result in significant cumulative impacts, the proposed project shall contribute fair share contributions to improve intersections known identified as having the potential to be deficient with cumulative development in the Planning Area:

TRAN-1: ***The project shall be required to contribute its fair share to installing signals at the following intersections under the jurisdiction of the City of Highland:***

- ***Sterling Avenue at 6th Street***
- ***Victoria Avenue at 6th Street***
- ***Central Avenue at 3rd Street***

The City shall determine the appropriate timing in which to install a signal at the above intersections based on actual peak hour operations, engineering judgement and signal peak hour warrant analyses.

Additionally, the proposed project would be required to contribute fair share toward deficient roadway segments as a result of cumulative development in the Planning Area:

TRAN-2 ***The project shall be required to contribute its fair share towards the deficient roadway segments and intersections identified in the AGSP EIR. Fair share contribution shall be contributed in the following manners:***

- ***Fair share contribution shall be tabulated as a percentage of the total project cost ($3,465,119) that shall be based on the square footage of a given future project in relation to the allowable square footage within the AGSP Planning Area. Thus, for this project, which would contribute 12,745 SF of building area to the Planning Area, the project's fair share would be a contribution of 0.139% (equal to $4,800.59) of the total fair share cost for Planning Area related traffic.***[10]

By utilizing the circulation data provided in the 2022 IVDA AGSP EIR, the proposed project's contribution to mitigate future cumulative circulation deficiencies has been quantified and can be mitigated through the implementation of MM **TRAN-1** and **TRAN-2**, above.

The project site is currently accessible by car and sidewalk has been installed along the project frontages at 5th Street, Meines Court, and Palm Avenue. As shown in the Architectural Plans (Appendix 1) and Grading Plans (Appendix 3), the proposed project will include improvements to the existing sidewalk to include AGA improvements. Class II bike lanes (intended to delineate the rights-of-way assigned to bicyclists and motorists) are located at the following locations in the vicinity of the project site: 3rd Street from Palm Avenue to Victoria Avenue, 5th Street from SR-210 to Tippecanoe Avenue and Palm Avenue in the vicinity of the project. Additionally, Class III bike lanes (shared facilities serving either to provide continuity to other bicycle facilities or to designate preferred routes through high-demand corridors) are located at the following locations in the vicinity of the project site: Sterling Avenue from 5th Street to 6th Street, Victoria Avenue from 5th Street to 6th Street, and Tippecanoe from 5th Street to 6th Street. The project will continue to enable the existing bike lanes to operate and thus, the site will continue to be accessible by existing means of transport, with enhanced access to the site through the proposed driveways.

The project site is located within the service area of Omnitrans. The OmniTrans bus stops located closest to the project area are located at: Central Avenue at 5th Street and Palm Avenue at 5th Street. The project will continue to enable the existing transit routes to operate and thus, the site will continue

[10] https://ceqanet.opr.ca.gov/2022060349/2

to be accessible by existing means of transport. Based on this information, the proposed project is not anticipated to conflict with the circulation of any alternative modes of transportation.

Based on a review of the circulation in the vicinity of the Harikrishna Commercial/Retail Development Project, with the implementation of MM **TRAN-1** and **TRAN-2**, this project would have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

b. *Less Than Significant Impact* – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) for transportation impact evaluation. For the purposes of this analysis the recommended VMT analysis methodology and thresholds identified within the Technical Advisory and the City's analysis methodology have been used.

The San Bernardino County Transportation Authority (SBCTA) has released the "Recommended Traffic Impact Analysis for Vehicle Miles Traveled and Level of Service Assessment" to identify a number of screening criteria that may be applied to effectively screen projects from conducting a project-level assessment. The City utilizes this methodology to determine VMT significance. The project has met the following screening criteria:

- TPA SCREENING: The SBCTA guidelines state that projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Based on the SBCTA screening tool results presented in Figure XVII-1 the project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor.
  - This screening criteria is NOT MET.
- LOW VMT AREA SCREENING: The SBCTA guidelines state that residential and office projects located within low VMT-generating areas may be presumed to have a less than significant impact absent substantial evidence to the contrary. Employment- related and mixed-use land use projects may also qualify for this screening step if the project can be expected to generate a VMT that is similar to the existing land uses in the low VMT area. Based on the SBCTA screening tool results presented in Figure XVII-1, the project is not located within a low VMT area.
  - This screening criteria is NOT MET.
- PROJECT TYPE: Local serving projects reduce the number of vehicle miles traveled by providing residents with more employment opportunities locally. In accordance with the SBCTA guidelines, local serving retail projects less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. The Project consists of a local serving gas station and car wash facilities that provide local services and is expected to reduce overall VMT.
  - This screening criteria is MET.

Based on our review of applicable VMT screening thresholds, the proposed project meets the Project Type screening and would therefore result in a less than significant VMT impact; no additional VMT analysis is required, and no mitigation is necessary.

c. *Less Than Significant Impact* – The proposed project will occur within the project site boundaries, with only minor off-site improvements envisioned. Development of the site will require minimal construction within the adjacent roadways to install laterals for sewer, fire water, and water connections to the site. With only minor off-site improvements envisioned, circulation on these roadways during construction will be maintained. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site will be provided via new site access driveways along Palm Avenue, 5th Street and Meines Court. Design of driveways, internal roadways, and intersections will be based on City Code, which sets the standard for such design. As the proposed project will be designed to avoid impacting major roadways, site access has been designed such that the project would not increase hazards due to a geometric design feature or incompatible uses, and as such construction traffic is not anticipated to result in any conflicts with the

surrounding roadways. Additionally, the proposed project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City and the County, as well as the police and fire departments. In the long term, impacts to any hazards or incompatible uses in existing or planned roadways are anticipated to be less than significant. Operation of the proposed project would be similar to the surrounding uses, and the design of the project would not create any hazards to surrounding roadways. Thus, any impacts are considered less than significant without the need for added mitigation.

d. *Less Than Significant Impact* – The proposed project will occur within the project site boundaries, with only minor off-site improvements envisioned. Development of the site will require minimal construction within the adjacent roadways to install laterals for sewer, fire water, and water connections to the site. With only minor off-site improvements envisioned, emergency access on these roadways during construction will be maintained. As stated above, project access will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. Site access, as discussed above, will be provided via new site access driveways along Palm Avenue, 5th Street and Meines Court. Ultimately, access to the site must comply with all City design standards and would be reviewed by the City to ensure that inadequate design features or incompatible uses do not occur. Additionally, the project will comply with City and fire requirements for emergency access, in conjunction with the City's development review process, to ensure that the proposed project would not hinder emergency access within the project site once the Harikrishna Commercial/Retail Development Project has been developed. Thus, because of the lack of adverse impact on local circulation a less than significant potential for significant impacts on emergency access are forecast to occur during construction and operation. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, 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 the 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	☐	☒	☐	☐
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 sub-division (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

SUBSTANTIATION

A Tribal Resource is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

a&b. *Less Than Significant With Mitigation Incorporated* – The project site is located within the area of cultural significance for several area tribes. As stated in the project Description, the City sent letters to the area tribes who have requested to be consulted on projects within the City pursuant to AB-52. Consultation was requested by the Yuhaaviatam of San Manuel Nation (YSMN or Nation) (formerly known as the San Manuel Band of Mission Indians) on December 7, 2022. The Nation has requested that several mitigation measures intended to protect tribal cultural resources be adopted as part of the proposed project. Thus, the following mitigation measures in addition to mitigation measures **CUL-2** through **CUL-4** identified under Subchapter V, Cultural Resources above, shall be implemented as part of the proposed project:

TCR-1 ***The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.***

TCR-2 ***Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to The Yuhaaviatam of San Manuel Nation (YSMN). The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.***

AB 52 concluded with no further responses from any of the area tribes. As such, with implementation of mitigation measures **CUL-1** through **CUL-4**, and the mitigation measures identified above, the project is not anticipated to cause a change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, or object with 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. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

SUBSTANTIATION

a. Water

Less Than Significant Impact – Water will be provided by the EVWD. The project is located in an area that is currently served by water transmission lines, and as such, the proposed project will be served by an existing water transmission line located within the roadway adjacent to the project site. It is not anticipated that the relocation or construction of new or expanded water transmission would be required to serve the proposed project. The project would be supplied with water by EVWD that mostly uses groundwater from the SBB groundwater, treated surface water, and imported water to meet customer demand. As previously stated under issue X, Hydrology and Water Quality, the IRUWMP (2020) identifies sufficient water resources to meet demand in its surface area. The project will operate under the guidelines outlined in the UWMP and within EVWD's capacity, and the estimated water demand will represent only a nominal percentage of the surplus that currently exists in the water supply. The anticipated demand of water supply within EVWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that the EVWD has available capacity to serve the proposed project. Therefore, development of the Harikrishna Commercial/Retail Development Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

Less Than Significant Impact – Wastewater collection will be provided by EVWD, which currently delivers wastewater to San Bernardino Municipal Water Department's WRP. EVWD is currently developing the SNRC, anticipated to be online and capable of treating up to 10 MG of wastewater per day by March of 2023. Thus, it is anticipated that project wastewater will be delivered to EVWD's

SNRC. The project is located in an area that is currently served by sewer transmission lines, and as such, the proposed project will be served by an existing sewage transmission line located within the roadway adjacent to the project site. It is not anticipated that the relocation or construction of new or expanded wastewater transmission would be required to serve the proposed project. Given that the SNRC has been sized to accept EVWD's projected service area wastewater, it is not anticipated that EVWD would need to expand their existing facilities to accommodate the wastewater generated by the proposed project. This is discussed further under issue XIX(c) below. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

Stormwater

Less Than Significant Impact – The stormwater runoff, will be managed in accordance with the WQMP (Appendix 9b) as discussed in the Hydrology and Water Quality Subchapter (Subchapter X) of this Initial Study. The onsite drainage system will capture the incremental increase in runoff from the project site associated with project development. According to the Preliminary WQMP provided as Appendix 9b to this Initial Study, impervious coverage of the site as proposed is anticipated to be about 70.5% of the site after applying preventative site design practices as part of the project Low Impact Development (LID) best management practices (BMPs), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through the identified onsite drainage that will generally be directed to the water quality management basins, infiltration, and other water quality control measures as shown on the Grading Plans provided as Appendix 3. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with City and County requirements. Therefore, surface water will be adequately managed on site and as such, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. There are existing electrical power lines that traverse the property, in which the project will be connected. No construction or relocation of electric facilities will be required to serve the project. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

No Impact – Natural gas will not be required to serve the project. No construction or relocation of natural gas facilities will be required to serve the project. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. No impacts are anticipated, and no mitigation is required.

Telecommunications

Less Than Significant Impact – Development of the Harikrishna Commercial/Retail Development Project would require connection to telecommunication services, including wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Therefore, development of the project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

b. *Less Than Significant Impact* – Please refer to the discussion under Subchapter X, Hydrology, issue b, above. The anticipated available water supply within EVWD's retail service area is

anticipated to be greater than the demand for water in the future, which indicates that the EVWD has available capacity to serve the proposed project. The proposed project is anticipated to demand about 3,800 gpd or 4.26 AFY in order to support the needs of the project. EVWD's total water supply in 2045, including potable and non-potable sources is projected to be 25,625 AFY, while the demand for that same period is anticipated to be 22,283 AFY. Thus, the projected water demanded by the proposed project would be well within the projected available supply for water by EVWD. Therefore, the construction of the Harikrishna Commercial/Retail Development Project is not forecast to cause a significant demand for water supplies. Given that the 2020 IRUWMP indicates that EVWD anticipates ample water supply will be available to serve the project's minimal daily demand it is anticipated that the project will have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts under this issue therefore are considered less than significant.

c. *Less Than Significant Impact* – The proposed project would install wastewater infrastructure within the site to serve the fuel and diesel station, convenience store, and car wash structures concurrent with the development of the site. All wastewater generated by the interior plumbing system of the proposed project would be discharged into the local sewer main and conveyed for treatment through EVWD's SNRC, which is anticipated to be operable by March of 2023. Capable of treating up to 10 million gallons a day, the SNRC's reclaimed water is intended to be used to recharge the local Bunker Hill Groundwater Basin.[11] According to the 2019 EVWD Sewer System Management Plan (SSMP), the existing wastewater transmission system, as well as the previously analyzed and planned for transmission system associated with the development of the SNRC, for which development is currently underway, is anticipated to have appropriate capacities to accommodate development within the IVDA AGSP Planning Area, within which the proposed project falls. The car wash has the potential for the greatest need for the conveyance and disposal of wastewater. However, the carwash will include a gray water recycling system, which will collect, treat, and filter gray water from previous car wash cycles for use with future car wash cycles. Though the use of this gray water recycling system, little or no gray water will be discharged into the municipal sewer system for wastewater treatment. The other components of the project will generate only a modest amount of wastewater, through the use of the onsite bathroom facilities. This wastewater will represent a miniscule percentage of the available capacity of the permitted wastewater treatment capacity available through EVWD. Based on the discussion above, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed project. Impacts under this issue are less than significant.

d&e. *Less Than Significant Impact* – The proposed project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system.

Construction Waste

The proposed project site is vacant, with only fencing around a small portion of the site remaining that would need to be disposed of. In accordance with CALGreen code 5.408.4, 100 percent of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing must be reused or recycled. As this is a mandatory requirement, no mitigation is required to ensure compliance by the proposed project. For the minimal waste generated during construction, because of increased construction recycling efforts resulting from CALGreen and other regulations, opportunities for construction recycling are becoming easier to find. According to the San Bernardino County Construction & Demolition Waste Recycling Guide & Directory,[12] there are several facilities in the vicinity of the project site that accept C&D waste (appliances, asphalt, block rock, brick, cardboard, carpet and padding, concrete, concrete with rebar, dry wall, electrical, furniture, gravel, metals, mixed loads, organics, plumbing, rock, roof tile, sand, soil, stucco, tile, and wood). refer to

[11] https://www.eastvalley.org/281/Sterling-Natural-Resource-Center
[12] http://cms.sbcounty.gov/portals/50/solidwaste/CandD_Recycling_Guide.pdf

the list of facilities provided within the San Bernardino County Construction & Demolition Waste Recycling Guide & Directory.

Operational Waste

Solid waste generation rates outlined on the CalRecycle[13] website indicate the following solid waste generation rates for specific uses, also below are the solid waste generation rates calculated for the proposed project.

- Convenience Store (gas station): 0.9 lbs / 100 SF / day = **41.58 lbs / day**
- Car Wash: 0.9 lbs / 100 SF / day = **12.48 lbs / day**
- **TOTAL:** = **54.06 lbs / day**

The total solid waste generated per year would equal about 9.87 tons, or after an assumed 50% diversion to be recycled per the state's solid waste diversion requirements under AB 939, the project solid waste generation will be about 4.93 tons per year. Additionally, as the project would be implemented after 2022, operation of the future development under the project would be required to comply with SB1383, otherwise known as "California's Short-Lived Climate Pollutant Reduction" law, often called SB 1383, which establishes methane reduction targets for California. California SB 1383 sets goals to reduce disposal of organic waste in landfills, including edible food. [14] The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

As such, over the planning horizon, the project may generate organic waste, and much of the organic waste produced by the project in future will be required to be diverted from landfills, and as such, the amount of waste generated by development of the project that would end up in landfills is even less than that which is projected above. With the City's mandatory source reduction and recycling program, the proposed project is not forecast to cause a significant adverse impact to the waste disposal system.

The City of Highland General Plan identifies landfills that serve the planning area. The San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill serve the project area. The San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill serve the project area. The San Timoteo Sanitary Landfill has a maximum permitted daily capacity of 2,000 tons per day, with a permitted capacity of 20,400,000 cubic yards (CY), with 11,402,000 CY of capacity remaining. The Mid-Valley Sanitary Landfill has a maximum permitted daily capacity of 7,500 tons per day, with a permitted capacity of 101,300,000 CY, with 67,520,000 CY of capacity remaining. According to Jurisdiction Landfill Tonnage Reports from the City of Highland, 33,620 total tons of solid waste was hauled to area landfills in 2020.[15] Therefore, the proposed project would consist of about 0.015% of solid waste generation within the City of Highland. The City of Highland contracts with Burrtec Waste and Recycling Services to provide regular trash, recycling, and green waste pickup. It is not anticipated that the project will generate a significant amount of construction waste, as the project aims to use any excavated material on site, with a neutral amount of cut and fill. However, should the proposed project need to remove any excess soils, the soil removal will be accomplished using trucks during normal working hours, with a maximum of 45 round trips per day. Furthermore, any hazardous materials collected on the project site during either construction of the project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the project is expected to comply with all regulations related to solid waste under federal, state, and local statutes, and be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. No further mitigation is necessary.

[13] https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates
[14] https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615
[15] https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports/DisposalTonnageTrend

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XX. WILDFIRE: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

SUBSTANTIATION

a-d. *No Impact* – The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone, therefore the proposed project can have no impacts to any wildfire issues. As stated in previous sections, according to the City of Highland Fire Hazard and Safety Overlay Map prepared for the whole of the City, the proposed project is not located within the fire safety severity zone (Figure IX-5). Furthermore, according to CAL FIRE, the proposed project is not located within a Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) or in a State Responsibility Area (SRA), which is illustrated on Figure XX-1. The proposed project area is located in an urban area removed from the high fire hazard areas that are located adjacent to the San Bernardino Mountains to the north. As such, no impacts under these issues are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact any biological or cultural resources. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to protect burrowing owl and nesting birds in order to prevent significant impacts to biological resources from occurring as a result of implementation of the project. Based on the historic disturbance of the site, and its current condition, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found at the project site, so it is not anticipated that any resources could be affected by the project because no cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any resources are found, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.

b. *Less Than Significant With Mitigation Incorporated* – The project has 11 potential impact categories that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, and Tribal Cultural Resources. The project is not considered growth-inducing, as defined by *State CEQA Guidelines*. These referenced issues require the implementation of mitigation measures to reduce impacts to a less than significant level and

ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no potential significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

c. *Less Than Significant With Mitigation Incorporated* – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Air Quality, Geology and Soils, Hazards & Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agriculture and Forestry Resources, Greenhouse Gases, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, require the implementation of mitigation measures to reduce project specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact level.

Based on the evidence and findings in this Initial Study, the City of Highland proposes to adopt a Mitigated Negative Declaration for the Harikrishna Commercial/Retail Development Project. A Notice of Intent to Adopt a Mitigation Negative Declaration (NOI) will be issued for this project by the City. The Initial Study and NOI will be circulated for 20 days of public comment. At the end of the 20-day review period, a final MND package will be prepared, and it will be reviewed by the City for possible adoption at a future Council meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*,(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; San *Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019
Authority: Public Resources Code sections 21083 and 21083.09
Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Aesthetics

AES-1 The Applicant shall obtain a tree removal permit from the Highland Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City.

AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation, light configuration, or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Highland shall be implemented to eliminate glare impacts.

Air Quality

AQ-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into project plans and specifications for implementation:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

AQ-3 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year18 or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.

AQ-4 Provide electric vehicle (EV) charging stations for the restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces shall include EV charging stations, or at a minimum, require the Proposed project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.

AQ-5 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed project site to generate solar energy for the facility and/or EV charging stations.

AQ-6 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.

AQ-7 Require use of electric or alternatively fueled sweepers with HEPA filters.

AQ-8 Maximize the planting of trees in landscaping and parking lots consistent with water availability.

AQ-9 Use light colored paving and roofing materials.

AQ-10 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

Biological Resources

BIO-1 A Pre-construction Burrowing Owl Survey shall be conducted by a qualified biologist at least 3 days prior to any ground disturbing activities, at any time of year. Surveys shall be completed following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (CDFG, March 2012) or most recent version by a qualified biologist. If an active burrowing owl burrow is detected within any Project disturbance area, or within a 500-foot buffer of the disturbance area, a 300-foot radius buffer zone surrounding the burrow shall be flagged, and no impacts to soils or vegetation or noise levels above 65 dBA shall be permitted while the burrow remains active or occupied. Disturbance-free buffers may be modified based on site-specific conditions in consultation with CDFW. The qualified biologist shall monitor active burrows daily and will increase buffer sizes as needed if owls show signs of disturbance. If active burrowing owl burrows are located within any work area and impact cannot be avoided, a qualified biologist shall submit a burrowing owl exclusion plan to CDFW for review and approval. The burrowing owl exclusion plan shall include permanent compensatory mitigation consistent with the recommendations in the Staff Report on Burrowing Owl Mitigation such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. Passive relocation shall take place outside the nesting season (1 February to 31 August).

BIO-2 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

Cultural Resources

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period.

Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-3 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.

CUL-4 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Geology and Soils

GEO-1 The site developer shall incorporate the seismic design coefficients provided in Appendix 7a in the design of structures that serve humans at the project site. The goal is to incorporate design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site.

GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.

GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.

GEO-4 If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county or city-qualified paleontologist shall be consulted to assess the discovery.

If the discovery is determined to be significant by the paleontologist, an MMRP shall be initiated, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities.

1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring will be conducted full-time in areas of grading or excavation in undisturbed sedimentary deposits.
2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project paleontologist, who will then notify the concerned parties of the discovery.
3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a

safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location.

4. Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place.
5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment.
6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.
7. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72).
8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils.
9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Highland) will be consulted on the repository/museum to receive the fossil material.
10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.

Hazards and Hazardous Materials

HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.

Noise

NOI-1 The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.

NOI-2 Equipment not in use for five minutes shall be shut off.

NOI-3 Equipment shall be maintained and operated such that loads are secured from rattling or banging.

NOI-4 Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.

NOI-5 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.

NOI-6 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.

NOI-7 Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint.

Transportation

TRAN-1 The project shall be required to contribute its fair share to installing signals at the following intersections under the jurisdiction of the City of Highland:

- Sterling Avenue at 6th Street
- Victoria Avenue at 6th Street
- Central Avenue at 3rd Street

The Cities shall determine the appropriate timing in which to install a signal at the above intersections based on actual peak hour operations, engineering judgement and signal peak hour warrant analyses.

TRAN-2 The project shall be required to contribute its fair share towards the deficient roadway segments and intersections identified in the AGSP EIR. Fair share contribution shall be contributed in the following manners:

- Fair share contribution shall be tabulated as a percentage of the total project cost ($3,465,119) that shall be based on the square footage of a given future project in relation to the allowable square footage within the AGSP Planning Area. Thus, for this project, which would contribute 12,745 SF of building area to the Planning Area, the project's fair share would be a contribution of 0.139% (equal to $4,800.59) of the total fair share cost for Planning Area related traffic.

Tribal Cultural Resources

TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to The Yuhaaviatam of San Manuel Nation (YSMN). The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

REFERENCES

BFSA Environmental Services, *"Cultural Resources Study for the Harikrishna Retail/Commercial Center Project, City of Highland, San Bernardino County, California"* dated December 1, 2022

BFSA Environmental Services, *"Paleontological Assessment for the Harikrishna Retail/Commercial Center Project"* dated December 1, 2022

California Department of Fish and Wildlife California Natural Diversity Database (CNDDB), generated on January 9, 2023

Earth Strata Geotechnical Services, "*Infiltration Testing for Water Quality Treatment Areas, Proposed Commercial Development, Assessor Parcel Numbers 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, and 1201-301-19, Located at the Southeast Corner of Palm Avenue and Meines Street, City of Highland, San Bernardino County, California"* dated October 25, 2021

Earth Strata Geotechnical Services, *"A Phase I Environmental Site Assessment (ESA)"* dated November 18, 2022

Earth Strata Geotechnical Services, Inc., *"Preliminary Geotechnical Interpretive Report, Proposed Gasoline Station and Convenience Store Assessor's Parcel Numbers 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19, Located on the Northeast Corner of Palm Avenue, City of Highland, San Bernardino County, California"* dated October 21, 2021

Entech Consulting Group, *"Air Quality and Greenhouse Gas Study Harikrishna Gas Station and Carwash Project, City of Highland, CA"* dated November 2022

City of Highland, *General Plan*, March 2006

San Bernardino County, 2018; AEDT 2d; Adapted by ESA, 2018

U.S. Fish and Wildlife Service IPaC Trust Resources Report, generated on January 9, 2023

Ventura Engineering Inland, Inc., *"Water Quality Management Plan For: New Commercial / Retail Agency Number – WQP21-004 APNS: 1201-331-02, 03, 05, 14, 15 & 19"* dated May 11, 2022

K2 Traffic Engineering, Inc., *"Trip Generation Memo and VMT Screening Assessment Proposed Gas Station and Car Wash NEC Palm Ave and W. 5th St, Highland"* dated November 16, 2022

Websites

http://www.arb.ca.gov/adam/
http://www.aqmd.gov/home/rules-compliance/compliance/gasoline-dispensing2
https://www.epa.gov/sites/default/files/2016-06/gasoline_dispensing_facilities_pte_calculator_111213.xlsx
http://www.aqmd.gov/docs/default-source/rule-book/Proposed-Rules/1401/riskassessmentprocedures_2017_080717.pdf
http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/attachmentn-v8-1.pdf?sfvrsn=4
https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html
https://gis.water.ca.gov/app/bp-dashboard/final/
https://water.ca.gov/Programs/Groundwater-Management/SGMA-Groundwater-Management
https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true
https://ceqanet.opr.ca.gov/2022060349/2
https://www.eastvalley.org/281/Sterling-Natural-Resource-Center
http://cms.sbcounty.gov/portals/50/solidwaste/CandD_Recycling_Guide.pdf
https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates
https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615
https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports/DisposalTonnageTrend

FIGURES

Provided in PDF File

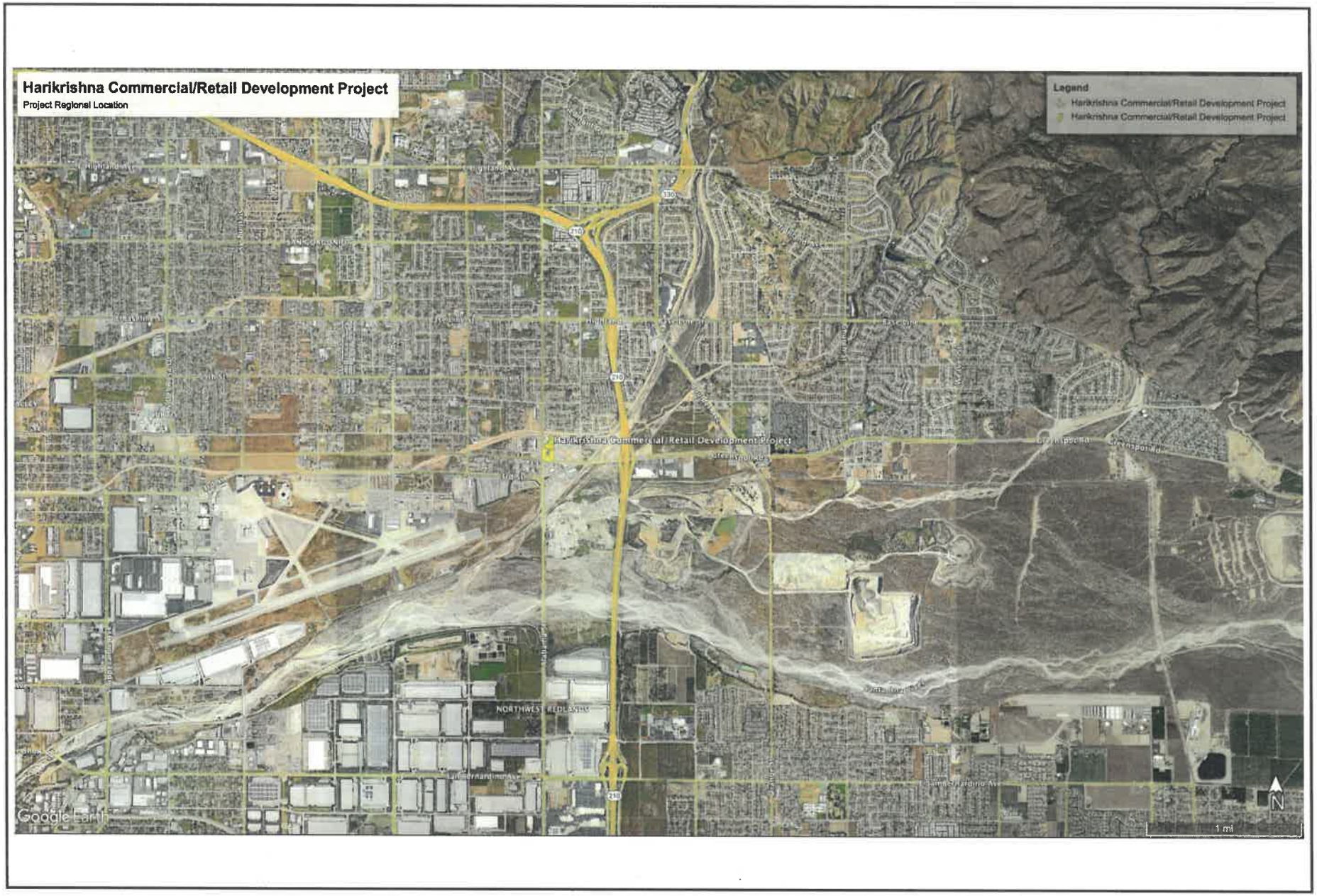


FIGURE 1

Tom Dodson & Associates
Environmental Consultants

Regional Location Map

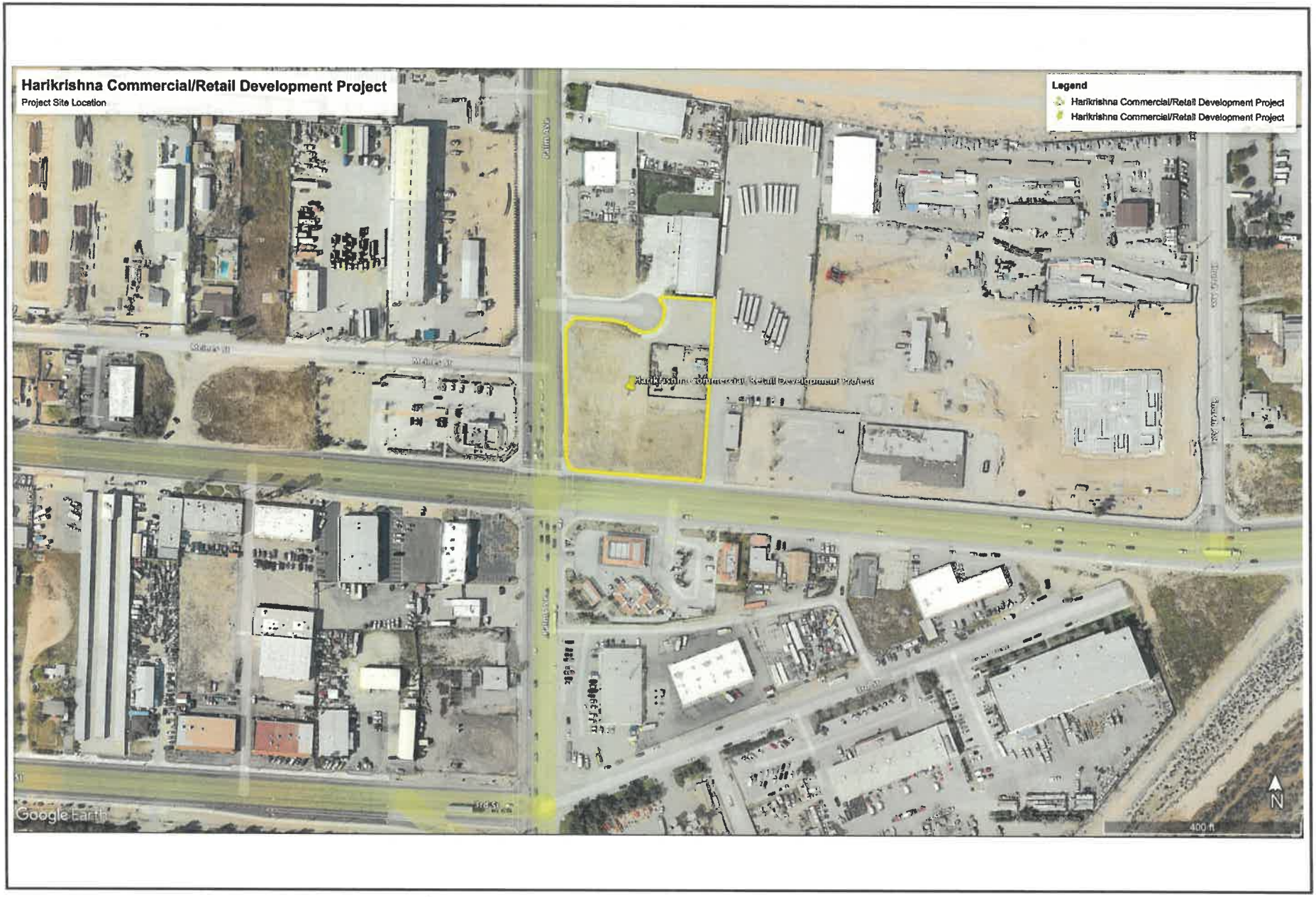


FIGURE 2

Tom Dodson & Associates
Environmental Consultants

Site Location Map

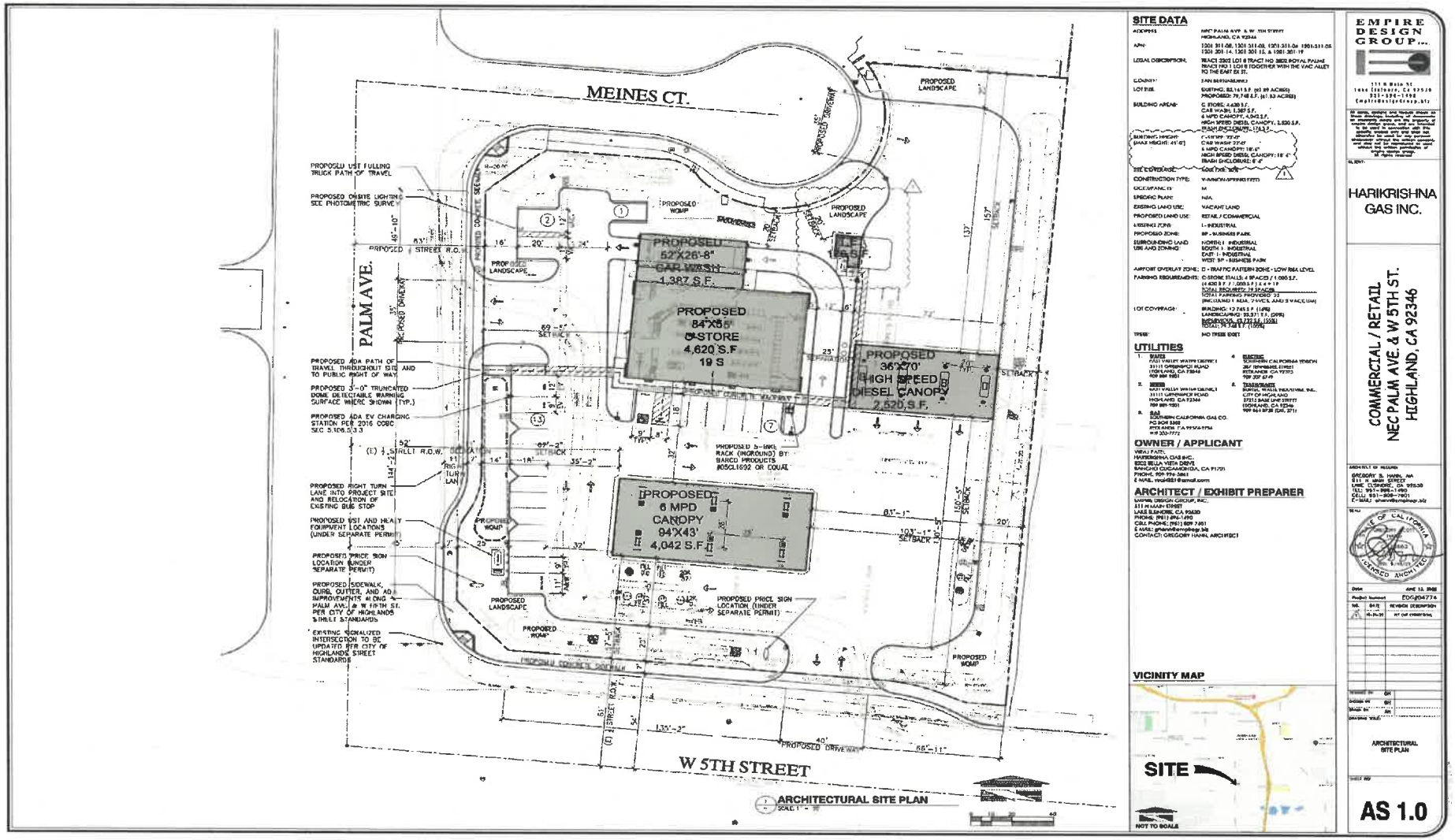


FIGURE 3

Tom Dodson & Associates
Environmental Consultants

Site Plan

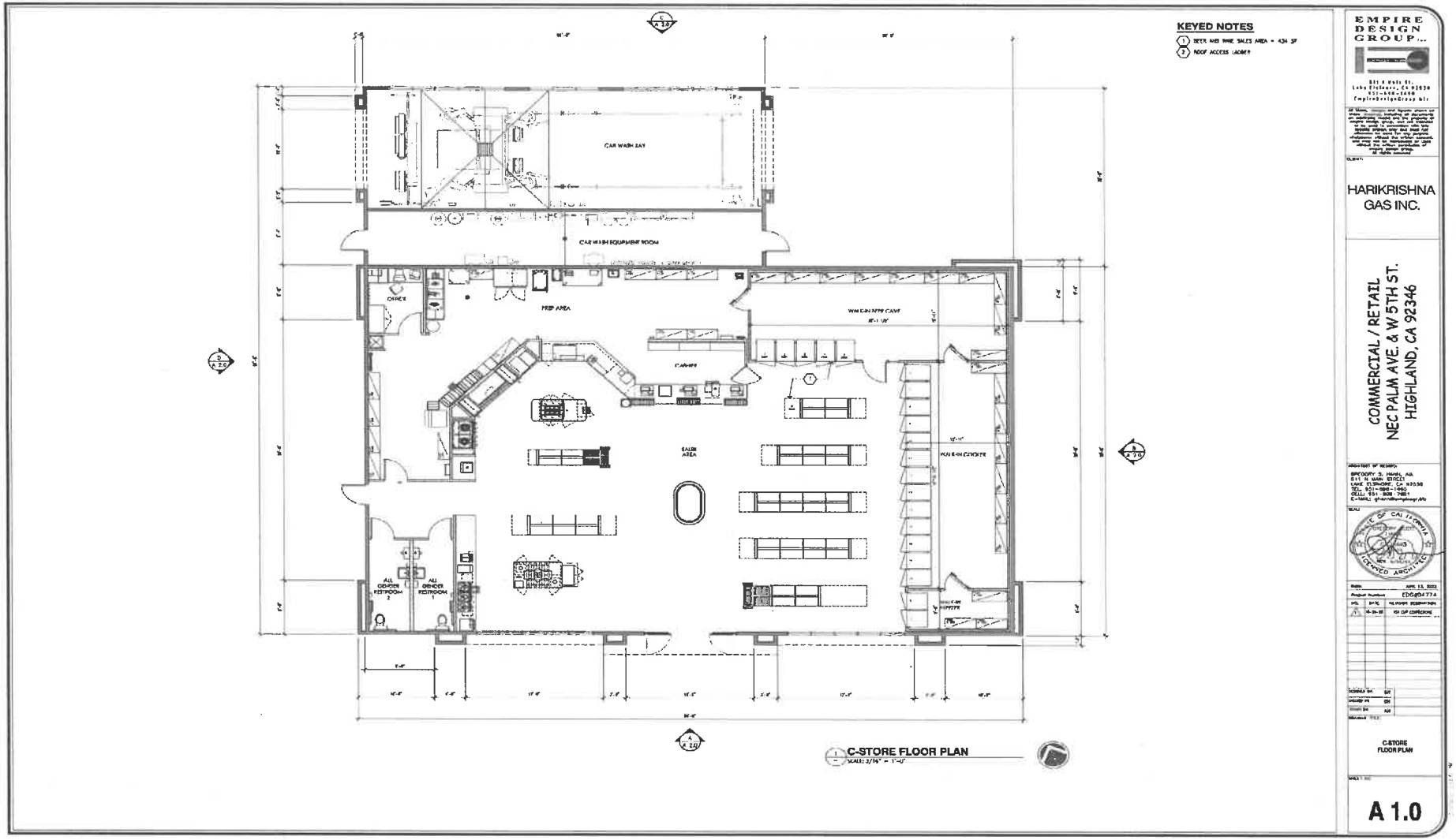


FIGURE 4

Tom Dodson & Associates
Environmental Consultants

Convenience Store Floor Plan

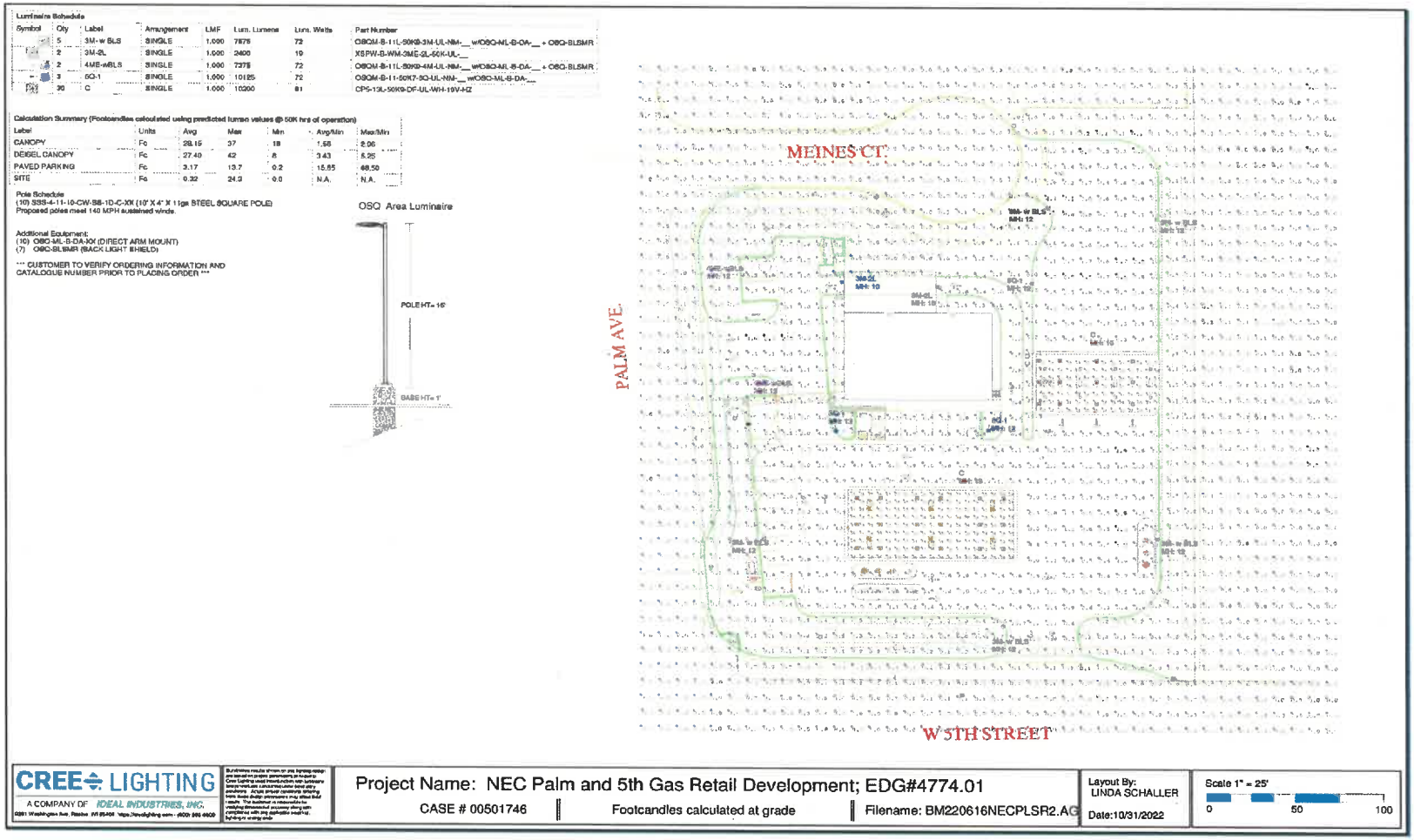


FIGURE I-1

Tom Dodson & Associates
Environmental Consultants

Photometric Graphics

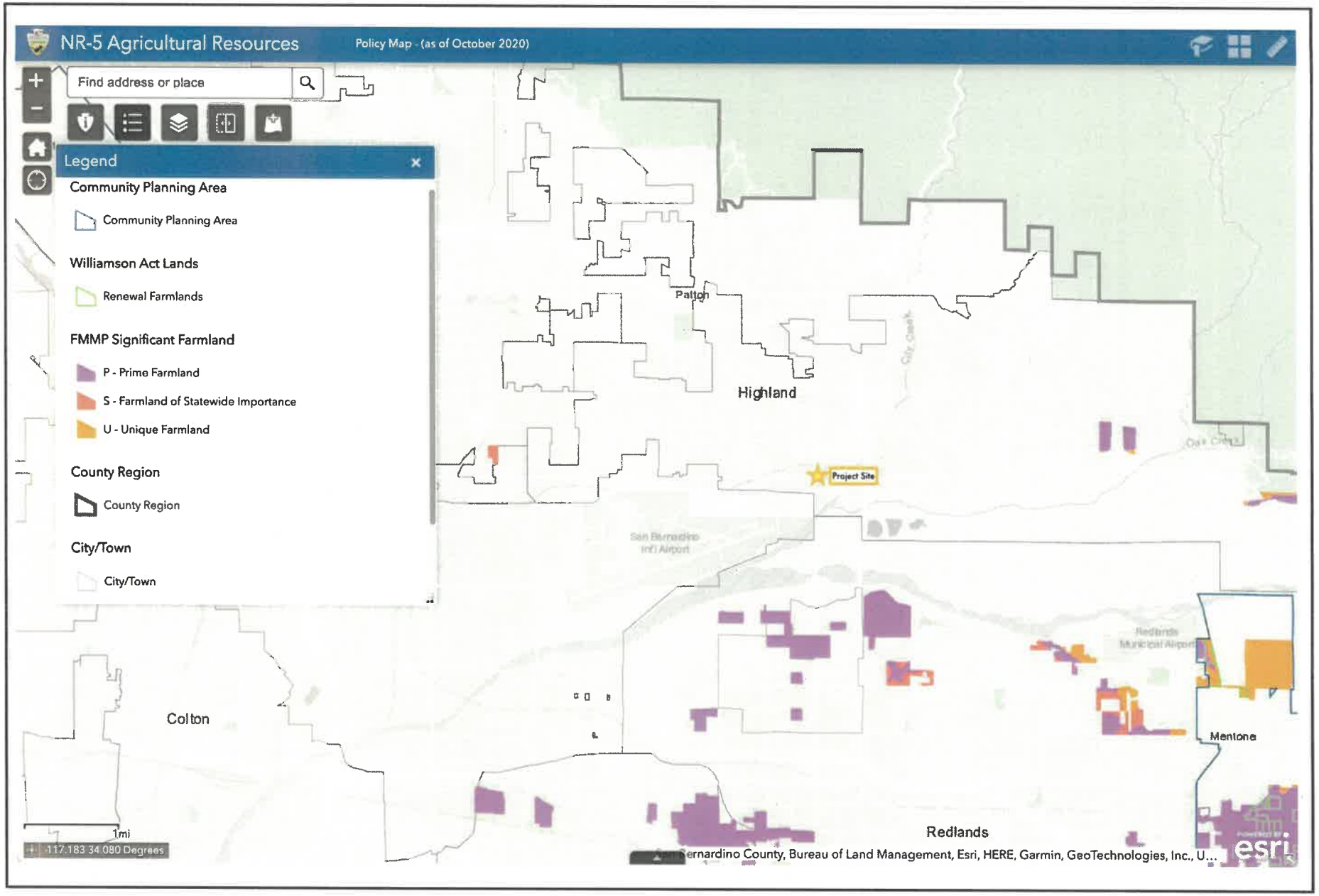


FIGURE II-1

Tom Dodson & Associates
Environmental Consultants

Agricultural Resources Map

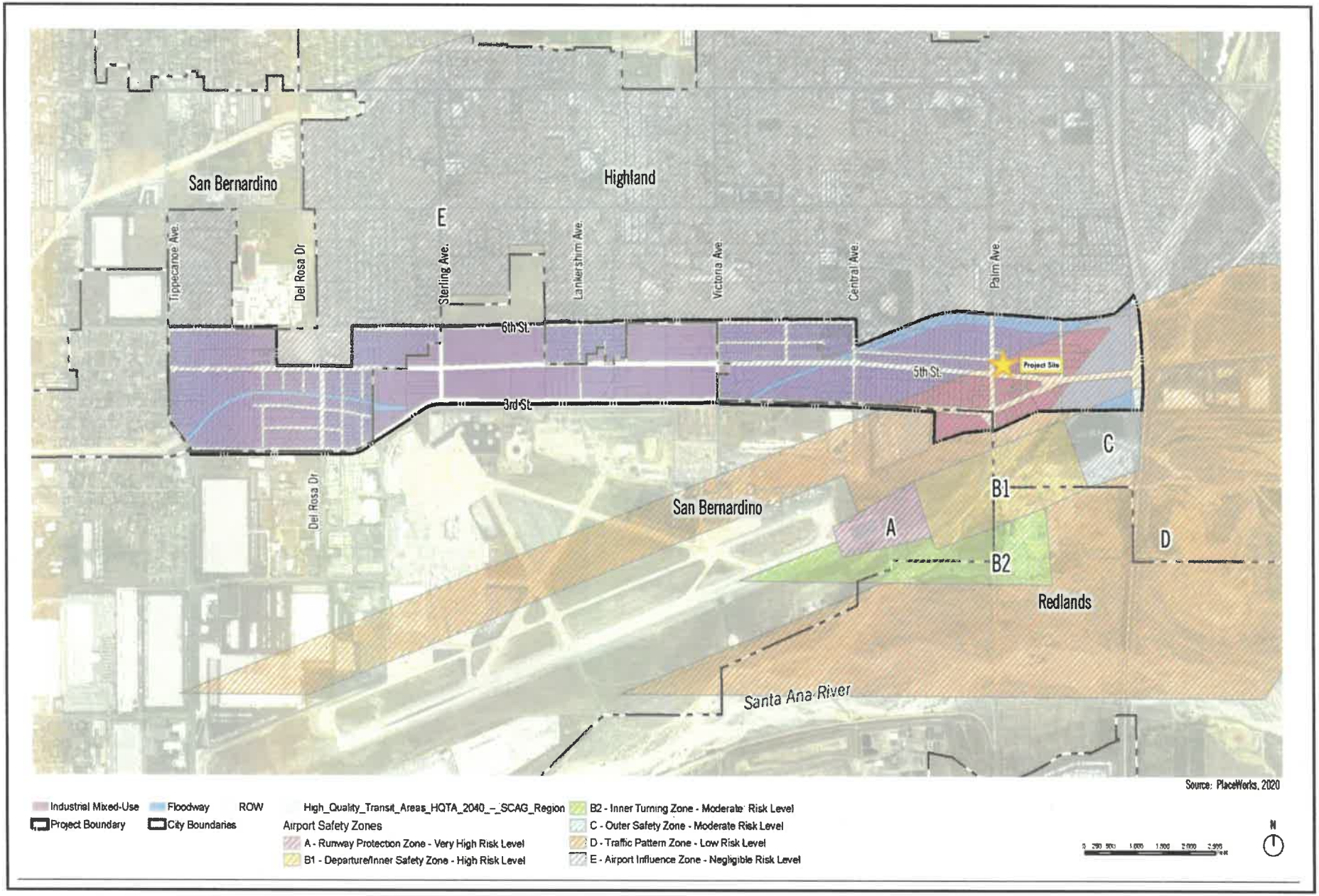


FIGURE IV-1

Tom Dodson & Associates
Environmental Consultants

AGSP Planning Area

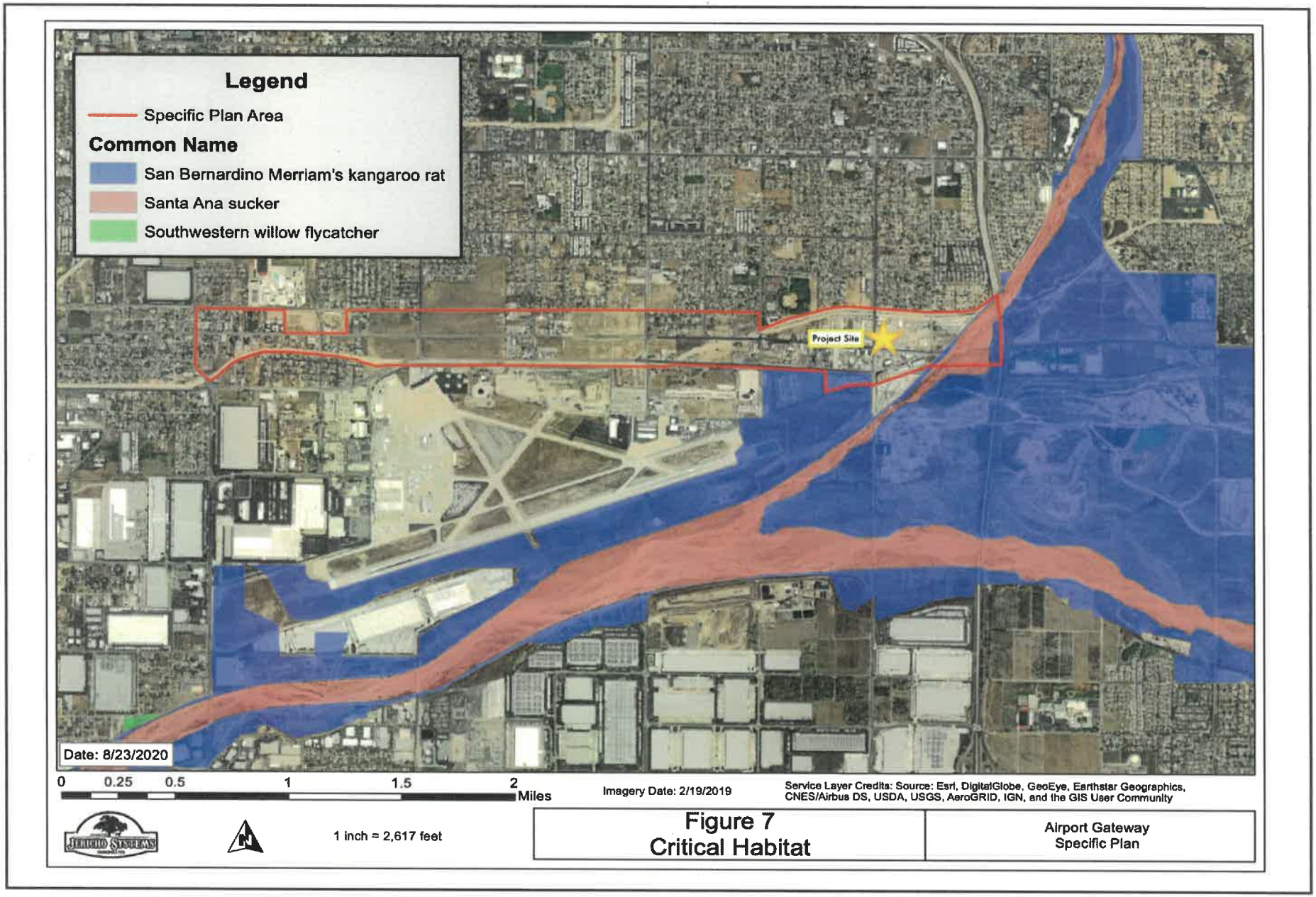
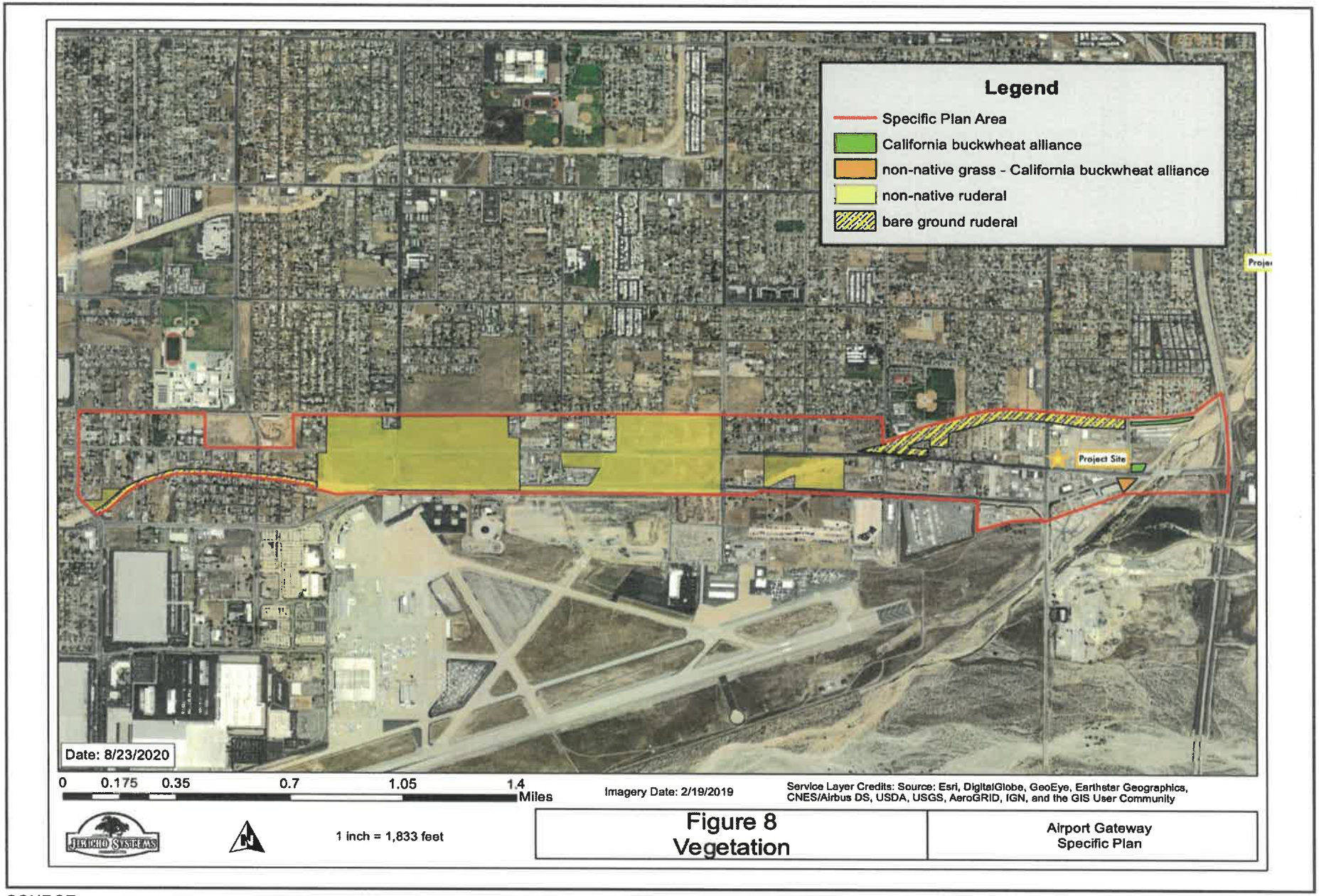


FIGURE IV-2

Tom Dodson & Associates
Environmental Consultants

Critical Habitat Within AGSP



SOURCE:

FIGURE IV-3

Tom Dodson & Associates
Environmental Consultants

Vegetation Within AGSP

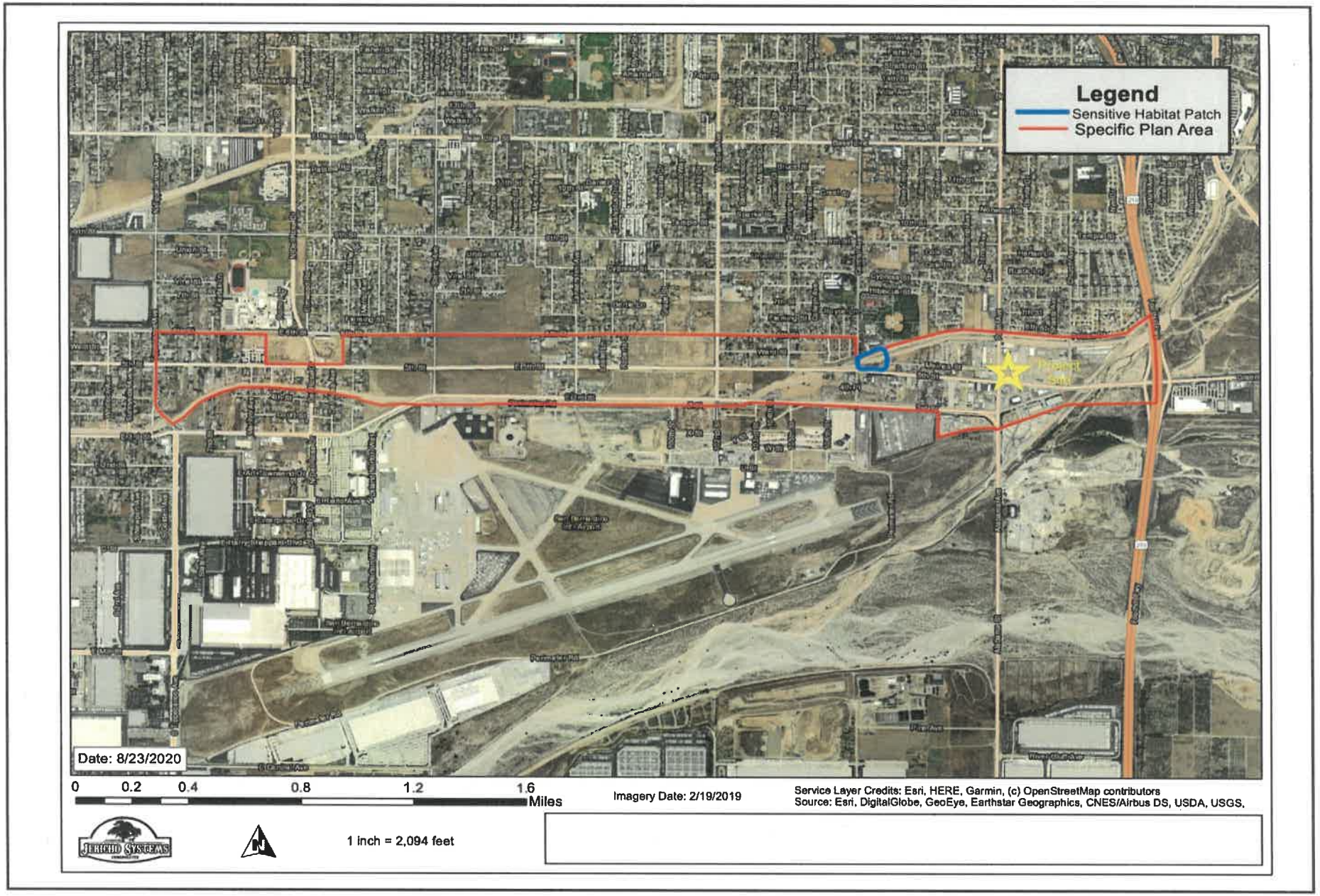


FIGURE IV-4

Tom Dodson & Associates
Environmental Consultants

SBKRA Habitat Patch Within AGSP

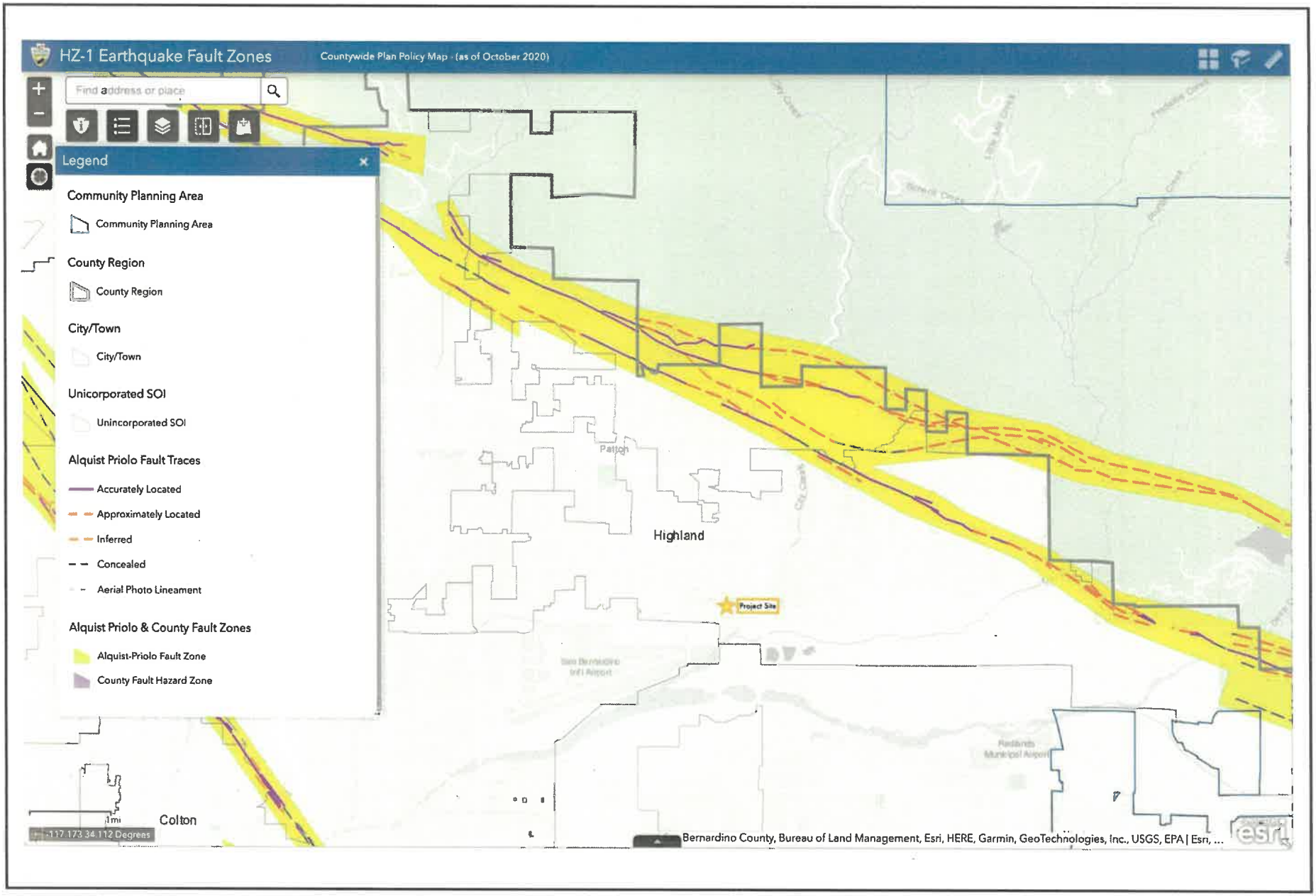


FIGURE VII-1

Tom Dodson & Associates
Environmental Consultants

Alquist-Priolo Earthquake Fault Zones

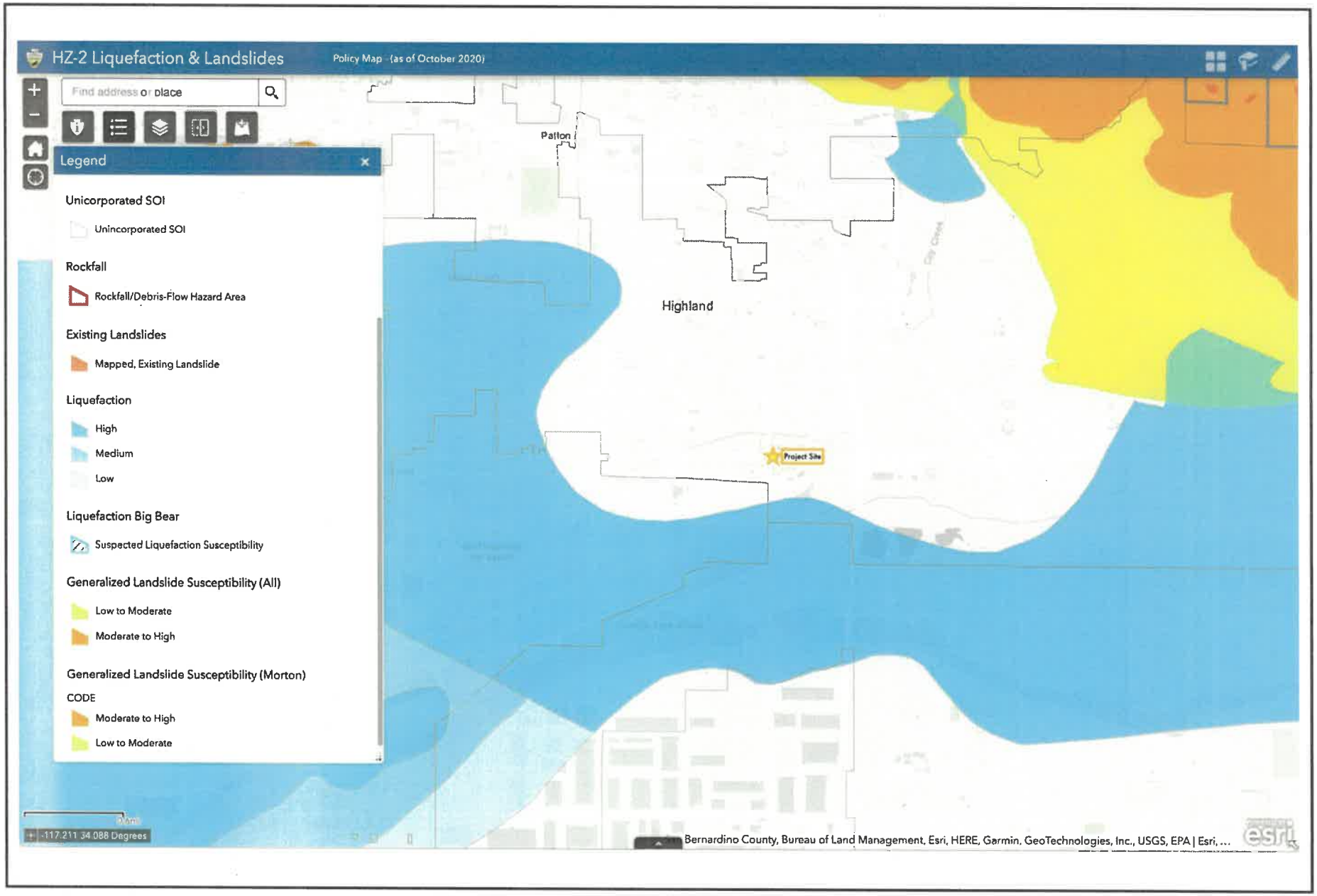


FIGURE VII-2

Tom Dodson & Associates
Environmental Consultants

Liquefaction & Landslides

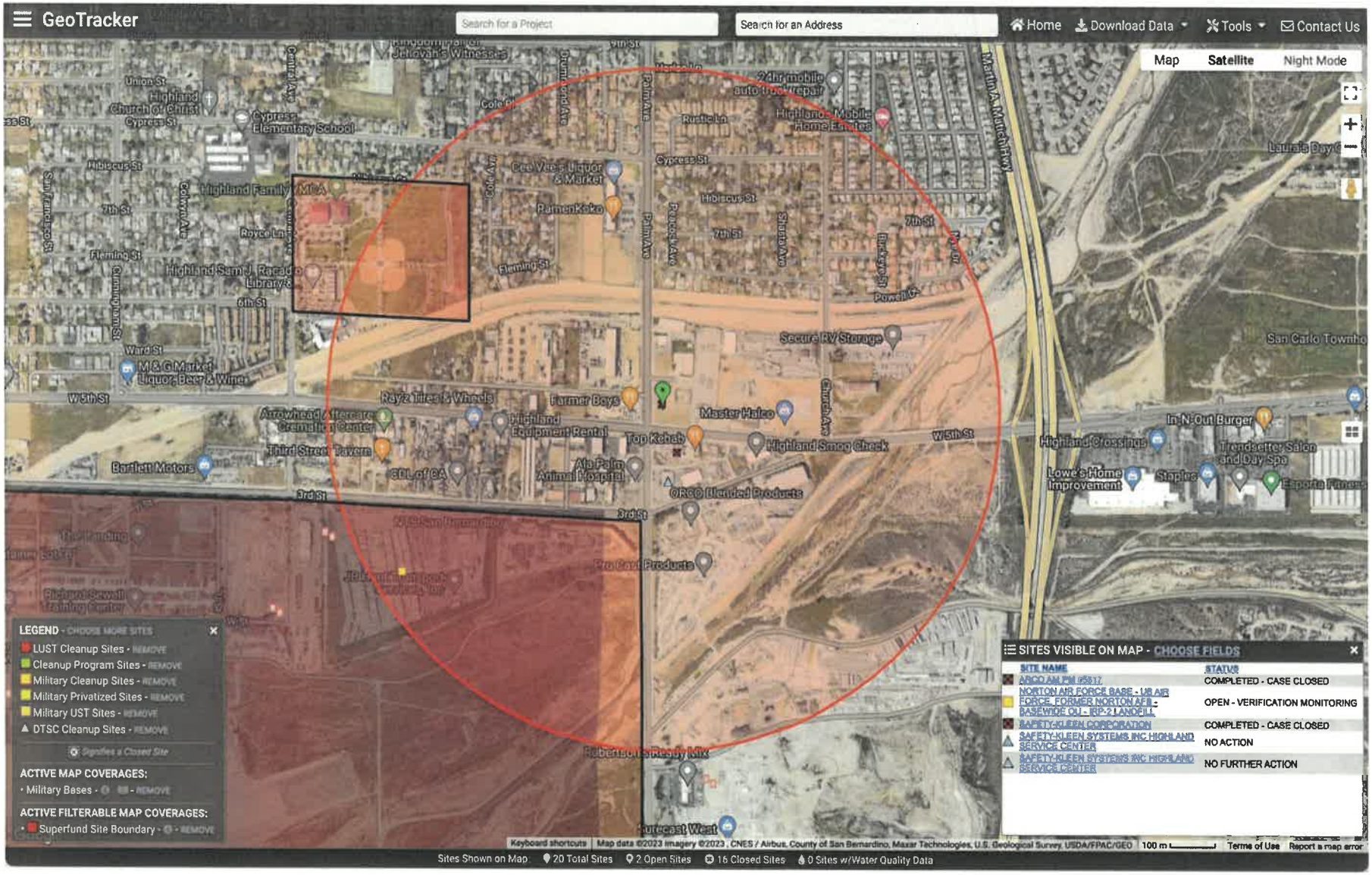


FIGURE IX-1

Tom Dodson & Associates
Environmental Consultants

GeoTracker, page 1

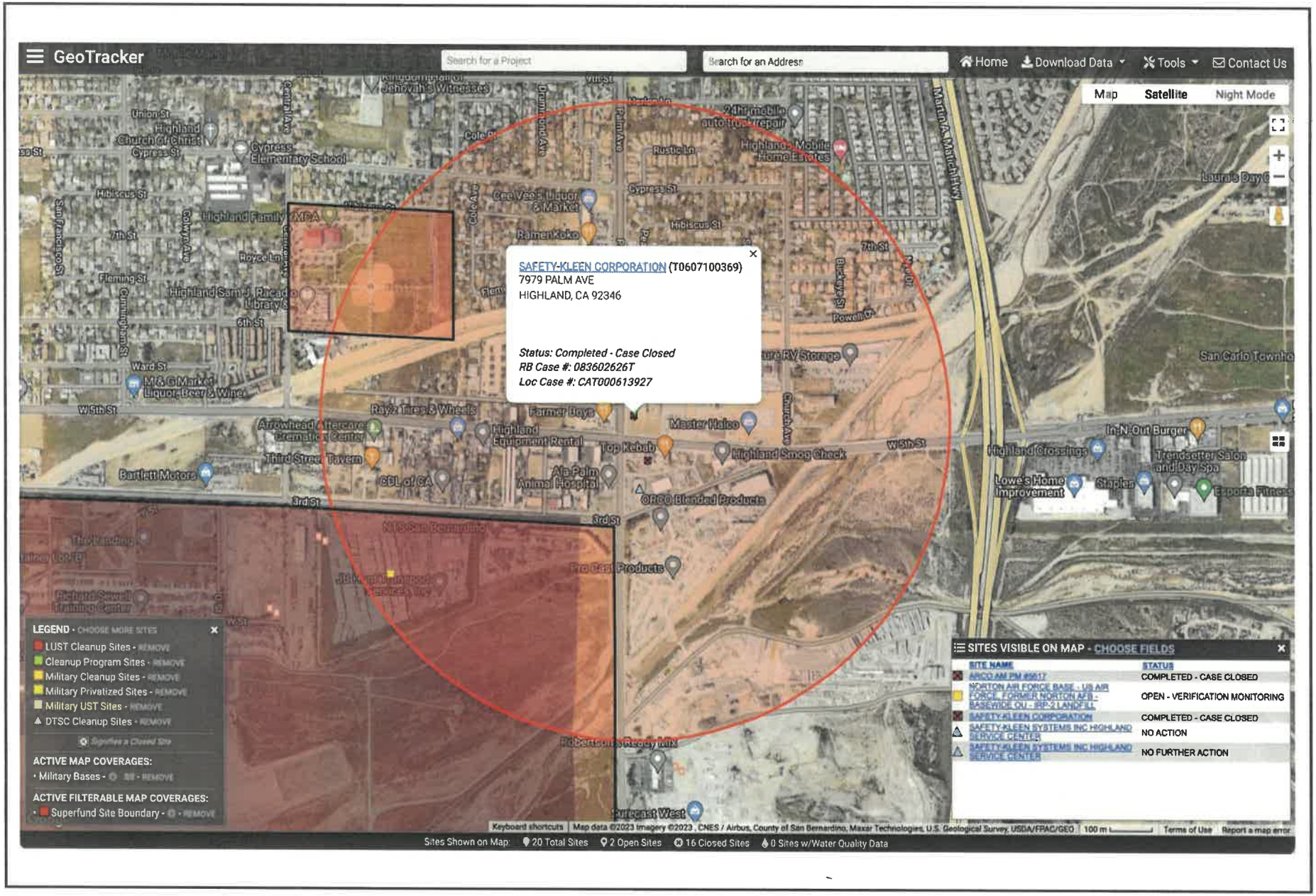
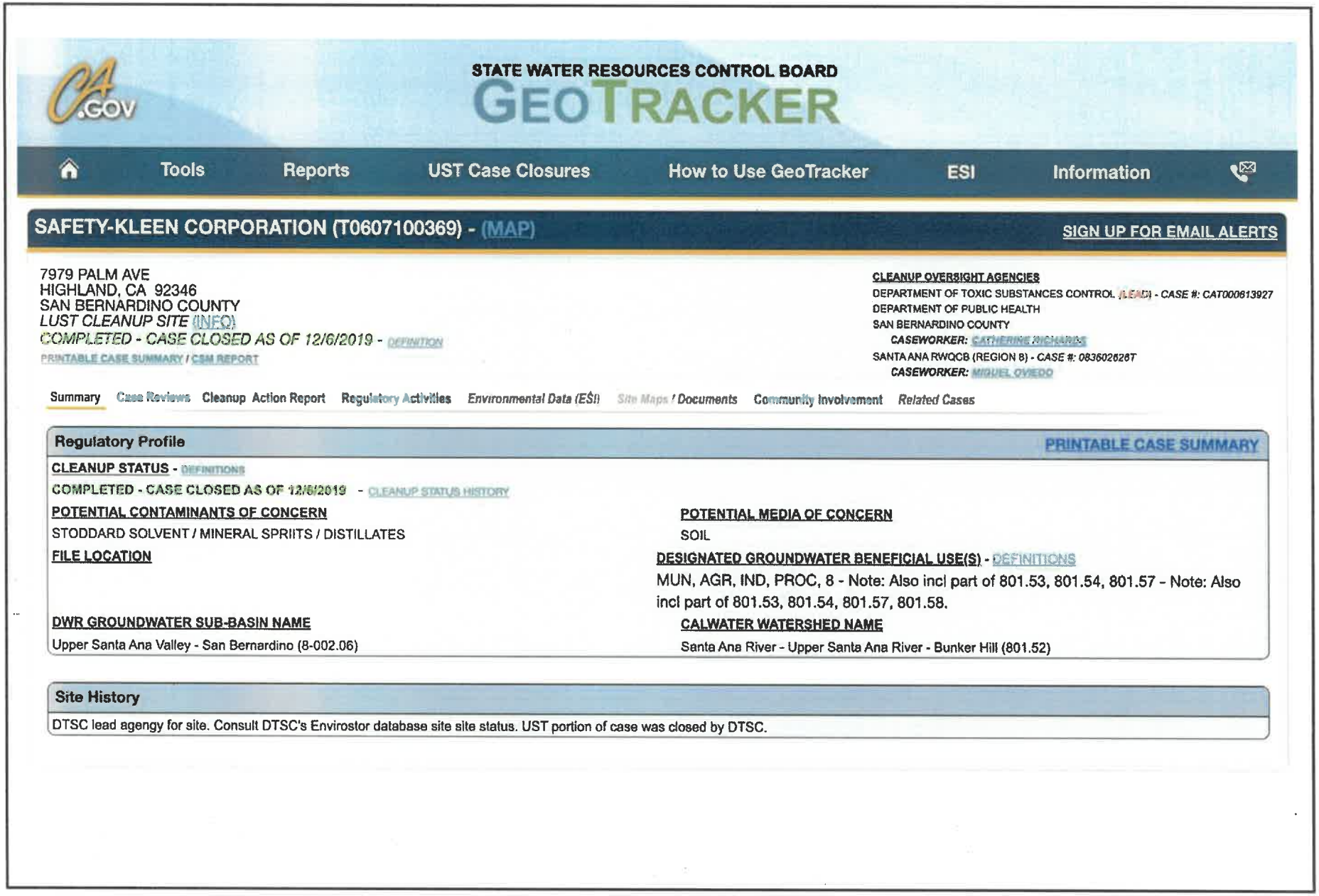


FIGURE IX-2

Tom Dodson & Associates
Environmental Consultants

GeoTracker, page 2



STATE WATER RESOURCES CONTROL BOARD

GEOTRACKER

Tools | Reports | UST Case Closures | How to Use GeoTracker | ESI | Information

SAFETY-KLEEN CORPORATION (T0607100369) - (MAP)

SIGN UP FOR EMAIL ALERTS

7979 PALM AVE
HIGHLAND, CA 92346
SAN BERNARDINO COUNTY
LUST CLEANUP SITE (INFO)
COMPLETED - CASE CLOSED AS OF 12/6/2019 - DEFINITION
PRINTABLE CASE SUMMARY / CSM REPORT

CLEANUP OVERSIGHT AGENCIES
DEPARTMENT OF TOXIC SUBSTANCES CONTROL (LEAD) - *CASE #: CAT000613927*
DEPARTMENT OF PUBLIC HEALTH
SAN BERNARDINO COUNTY
CASEWORKER: CATHERINE RICHARDS
SANTA ANA RWQCB (REGION 8) - *CASE #: 083602626T*
CASEWORKER: MIGUEL OVIEDO

Summary | Case Reviews | Cleanup Action Report | Regulatory Activities | *Environmental Data (ESI)* | Site Maps / Documents | Community Involvement | *Related Cases*

Regulatory Profile

PRINTABLE CASE SUMMARY

CLEANUP STATUS - DEFINITIONS
COMPLETED - CASE CLOSED AS OF 12/6/2019 - CLEANUP STATUS HISTORY

POTENTIAL CONTAMINANTS OF CONCERN
STODDARD SOLVENT / MINERAL SPRIITS / DISTILLATES

POTENTIAL MEDIA OF CONCERN
SOIL

FILE LOCATION

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS
MUN, AGR, IND, PROC, 8 - Note: Also incl part of 801.53, 801.54, 801.57 - Note: Also incl part of 801.53, 801.54, 801.57, 801.58.

DWR GROUNDWATER SUB-BASIN NAME
Upper Santa Ana Valley - San Bernardino (8-002.06)

CALWATER WATERSHED NAME
Santa Ana River - Upper Santa Ana River - Bunker Hill (801.52)

Site History

DTSC lead agengy for site. Consult DTSC's Envirostor database site site status. UST portion of case was closed by DTSC.

FIGURE IX-3

Tom Dodson & Associates
Environmental Consultants

GeoTracker, page 3

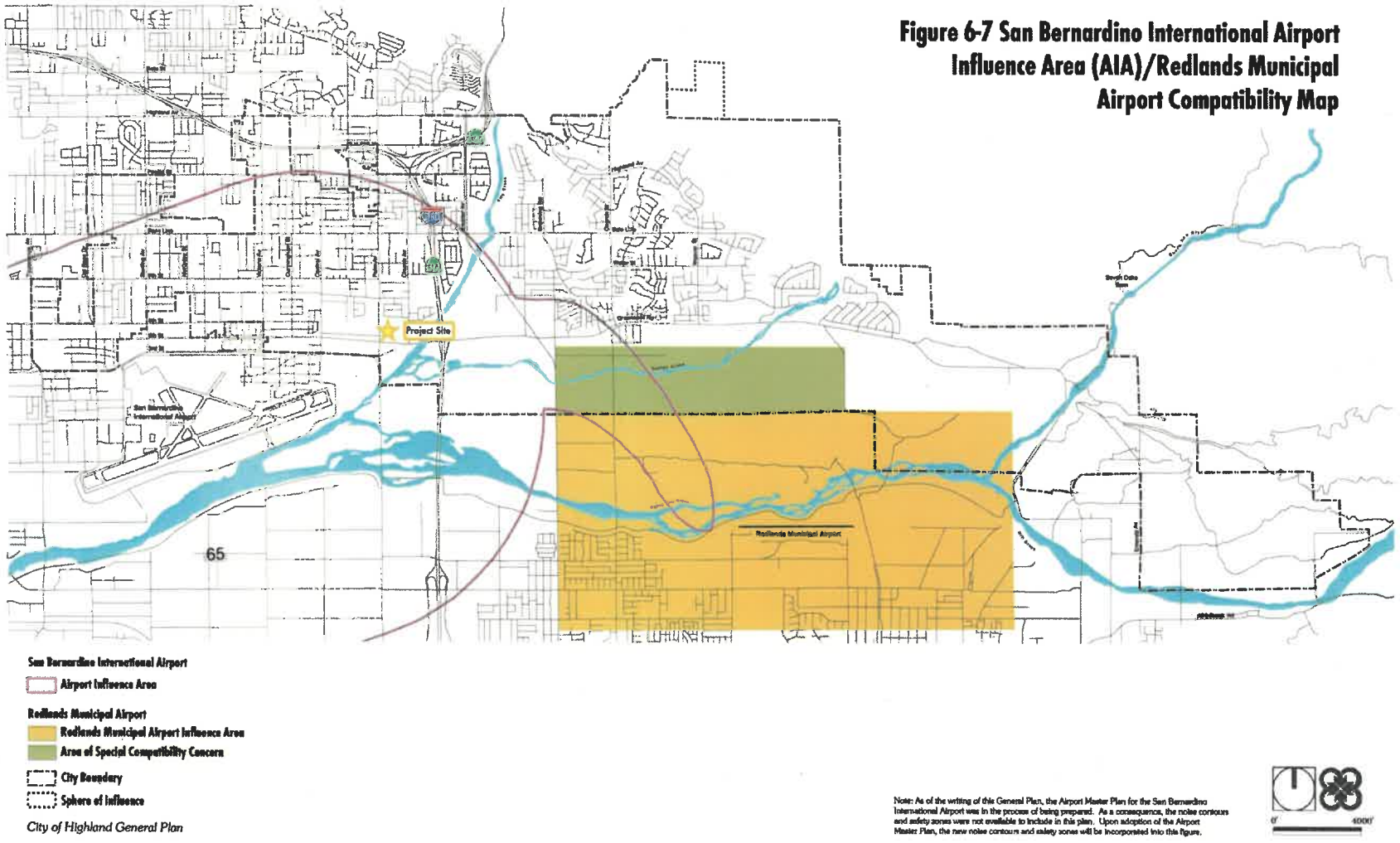


FIGURE IX-4

Tom Dodson & Associates
Environmental Consultants

SBIA Influence Area Map

Figure 6-6 Fire Hazards and Safety Overlay Areas

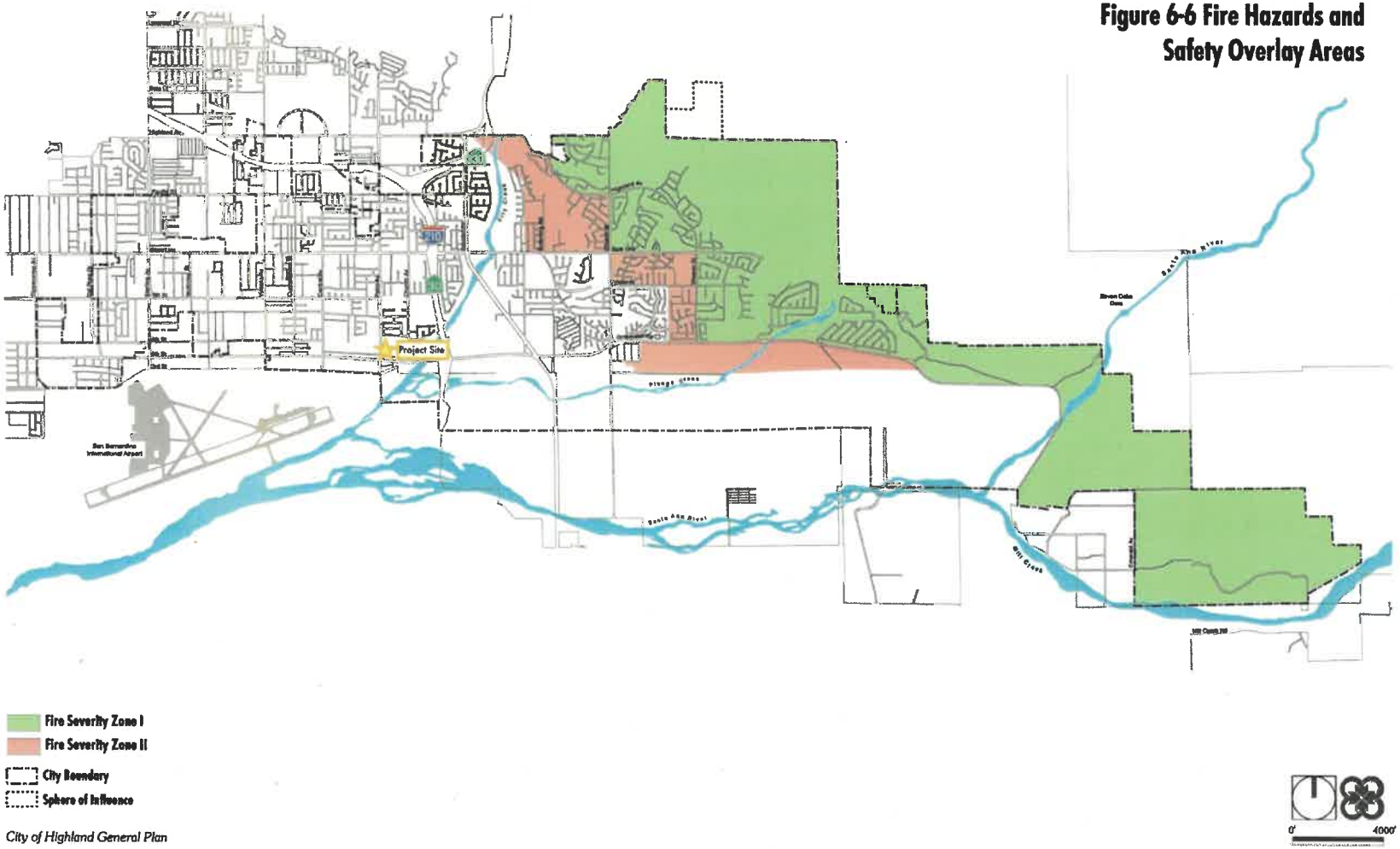


FIGURE IX-5

Tom Dodson & Associates
Environmental Consultants

Fire Hazard and Safety Overlay Areas

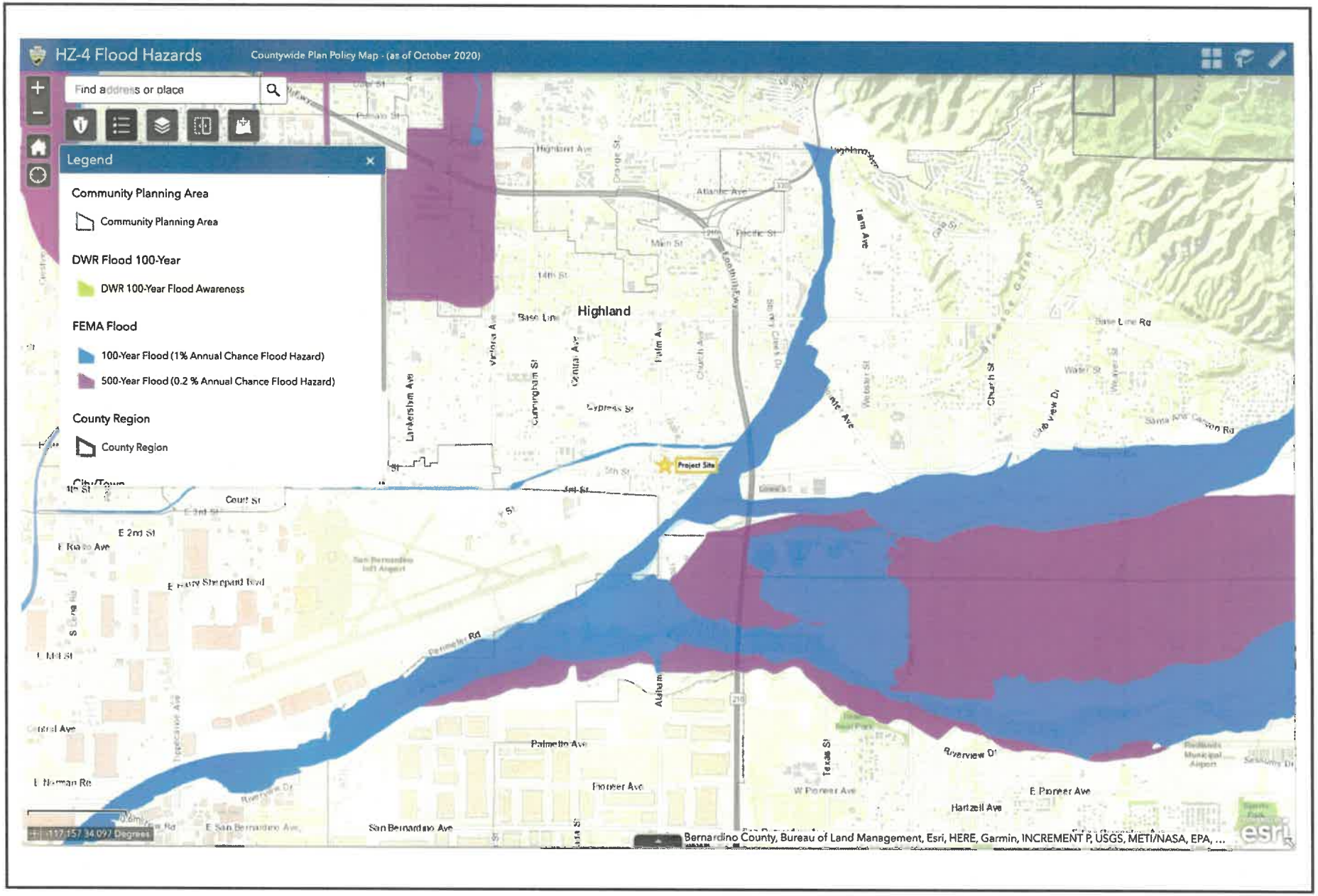


FIGURE X-1

Tom Dodson & Associates
Environmental Consultants

San Bernardino County Flood Hazards

Figure 6-5 Flood Hazards

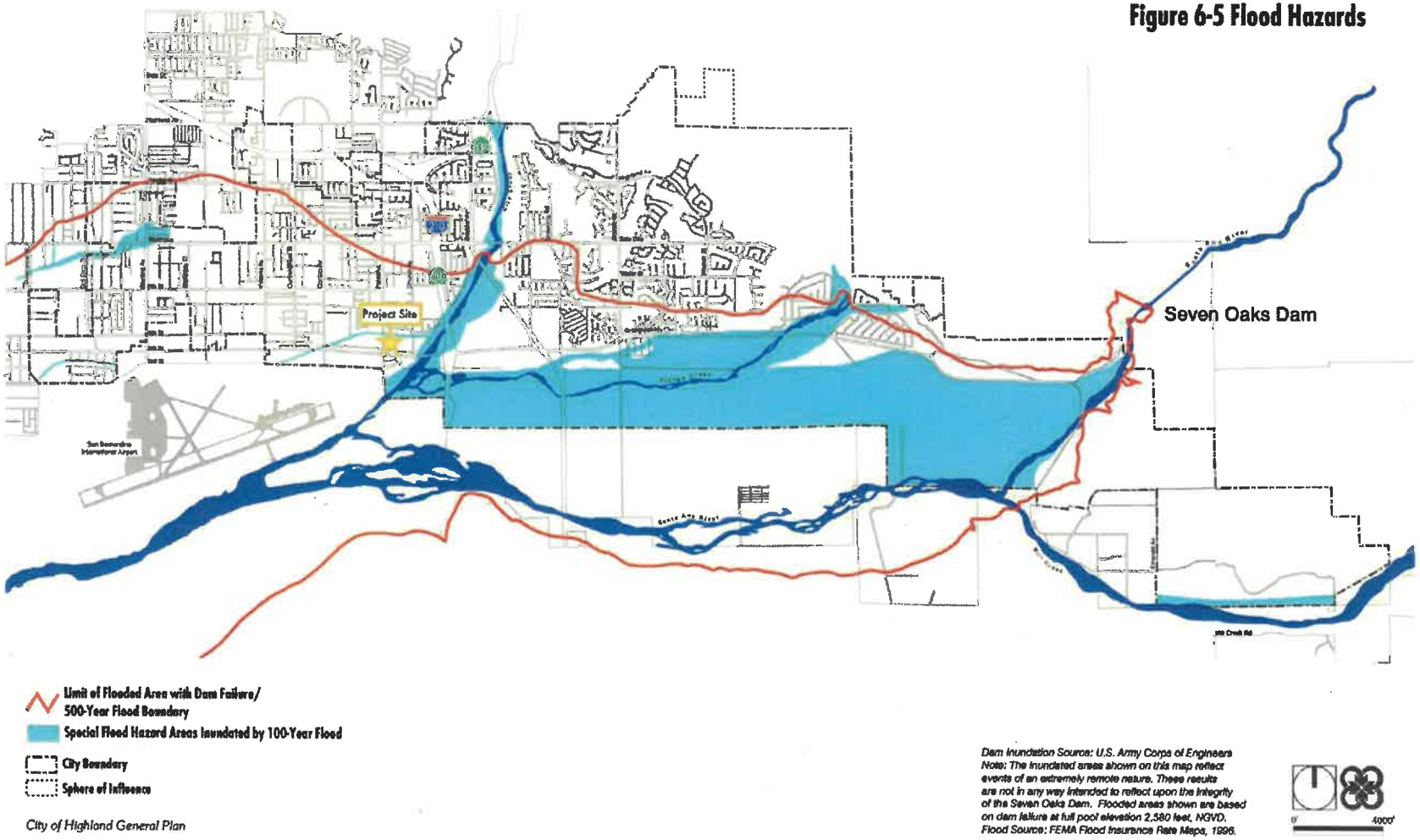


FIGURE X-2

Tom Dodson & Associates
Environmental Consultants

City of Highland Flood Hazards

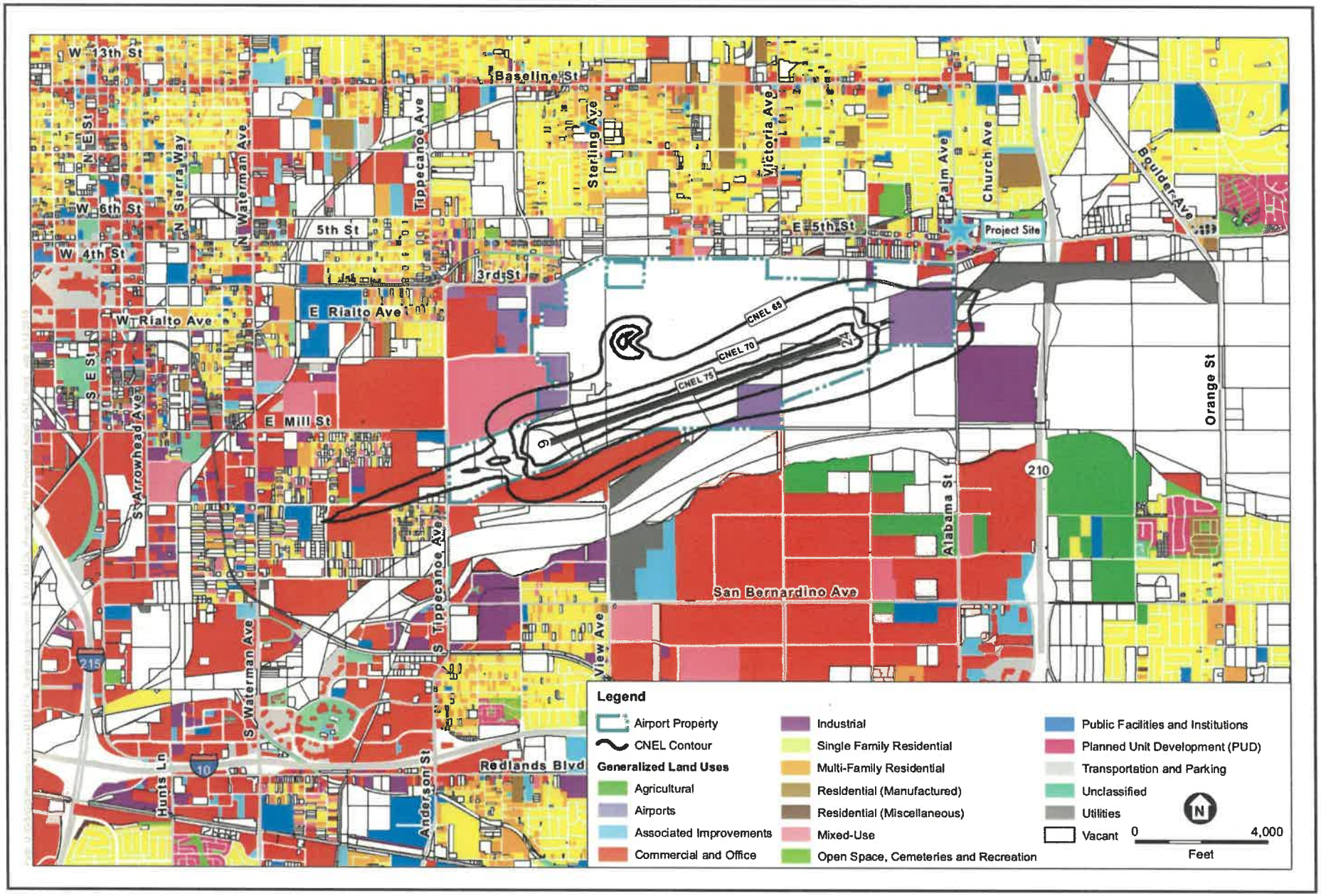


FIGURE XIII-1

Tom Dodson & Associates
Environmental Consultants

Airport Noise Contours 2019

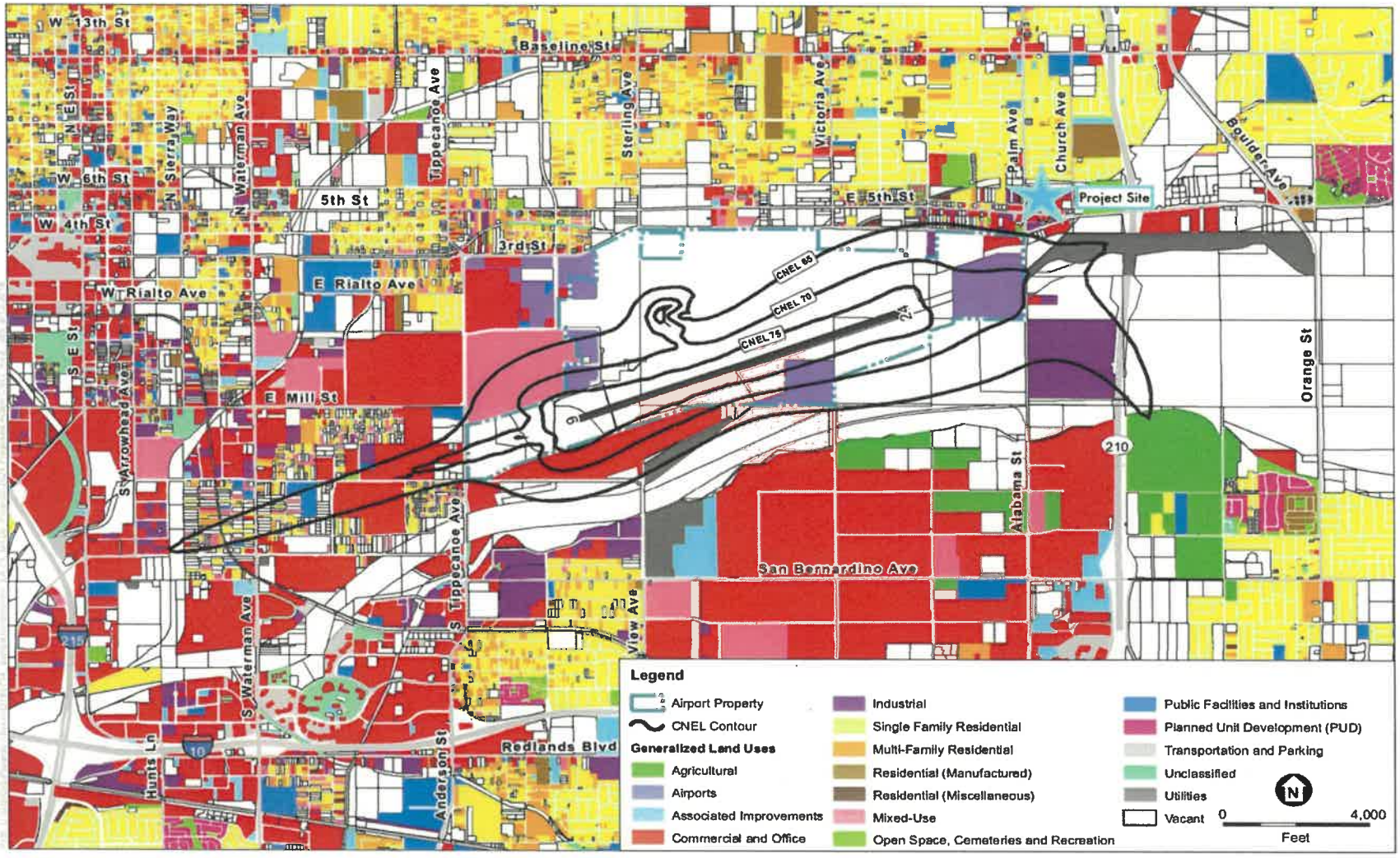


FIGURE XIII-2

Tom Dodson & Associates
Environmental Consultants

Airport Noise Contours 2024

Figure 7-2 Future Roadway Noise Contours

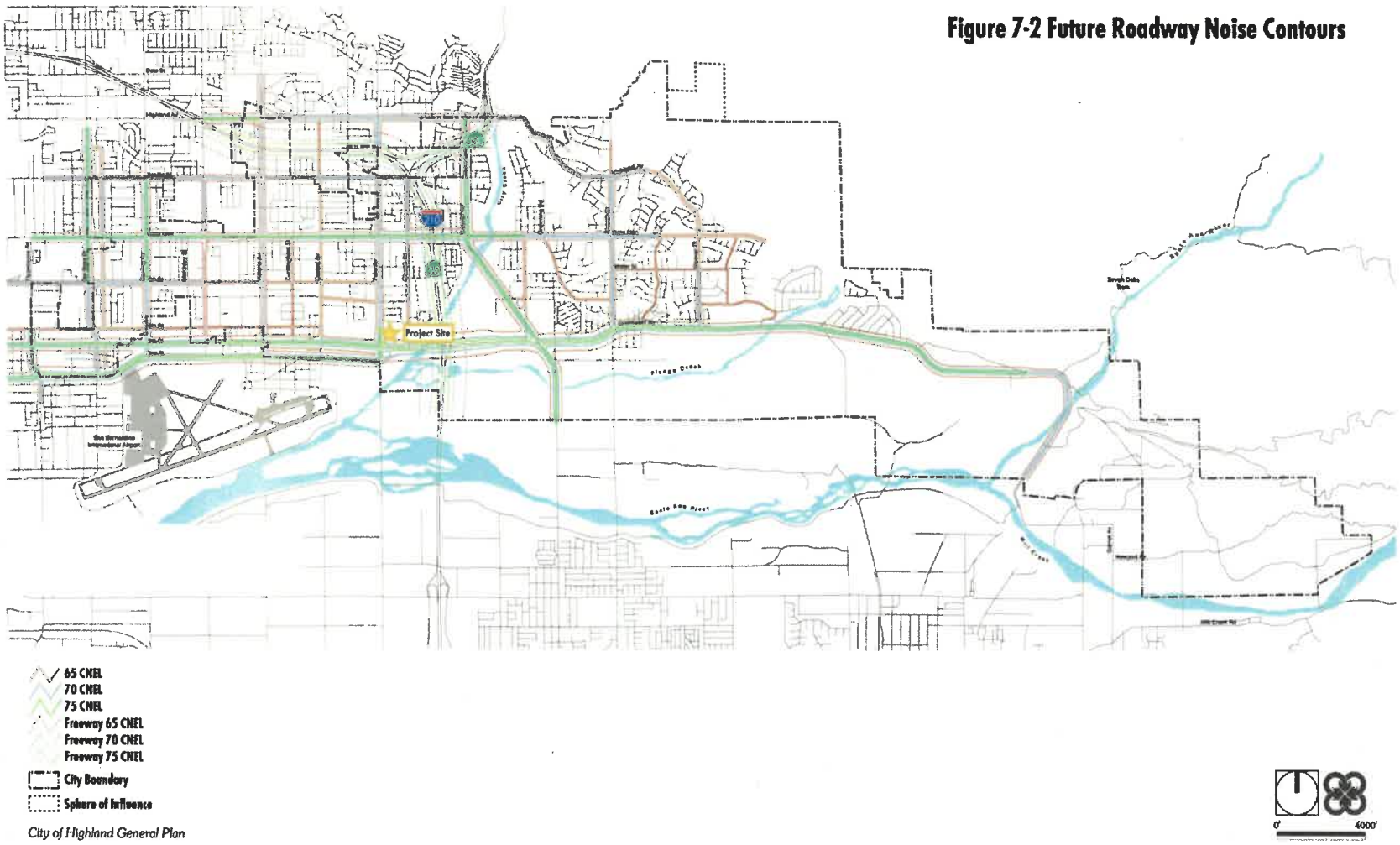


FIGURE XIII-3

Tom Dodson & Associates
Environmental Consultants

Future Roadway Noise Hazards

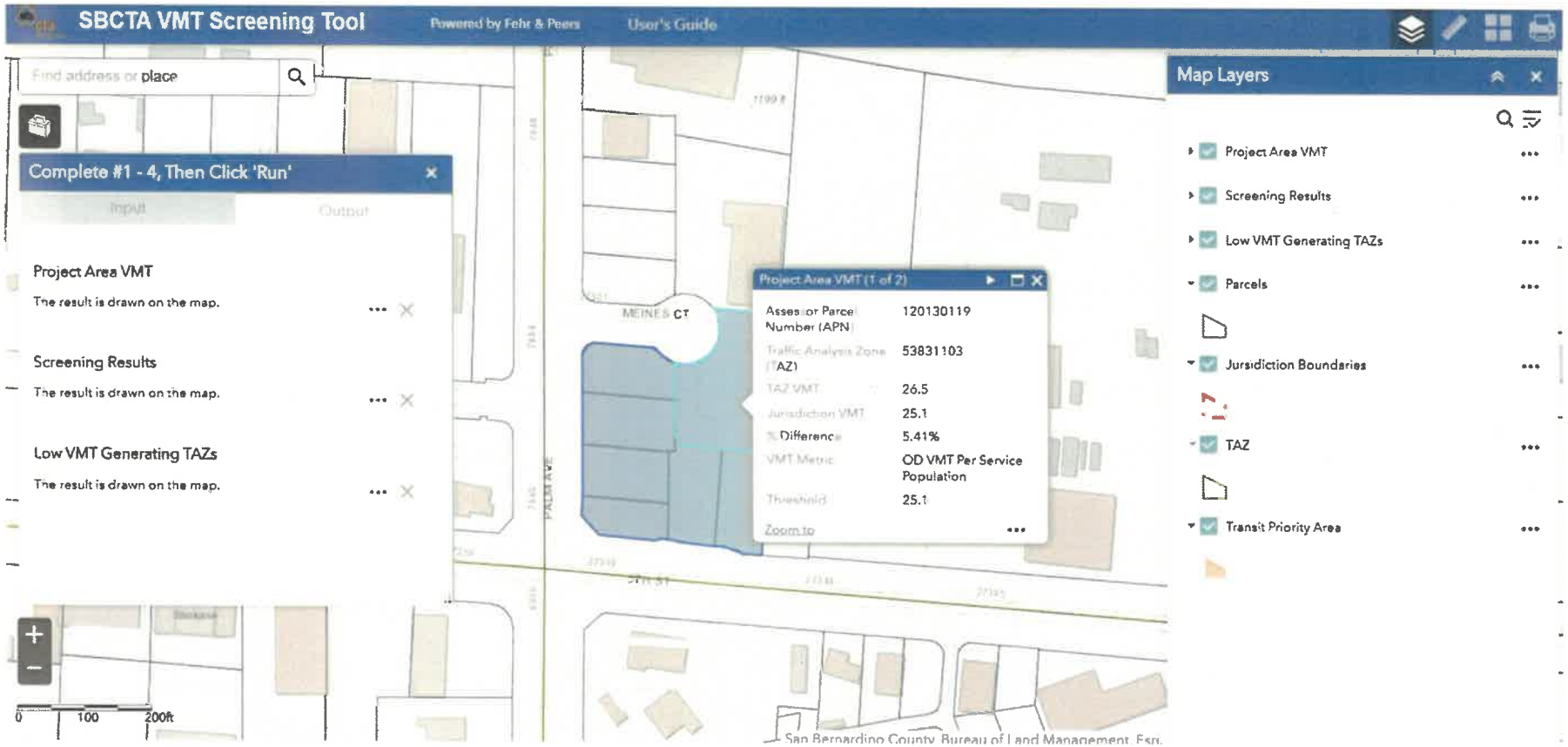


FIGURE XVII-1

Tom Dodson & Associates
Environmental Consultants

VMT Screening

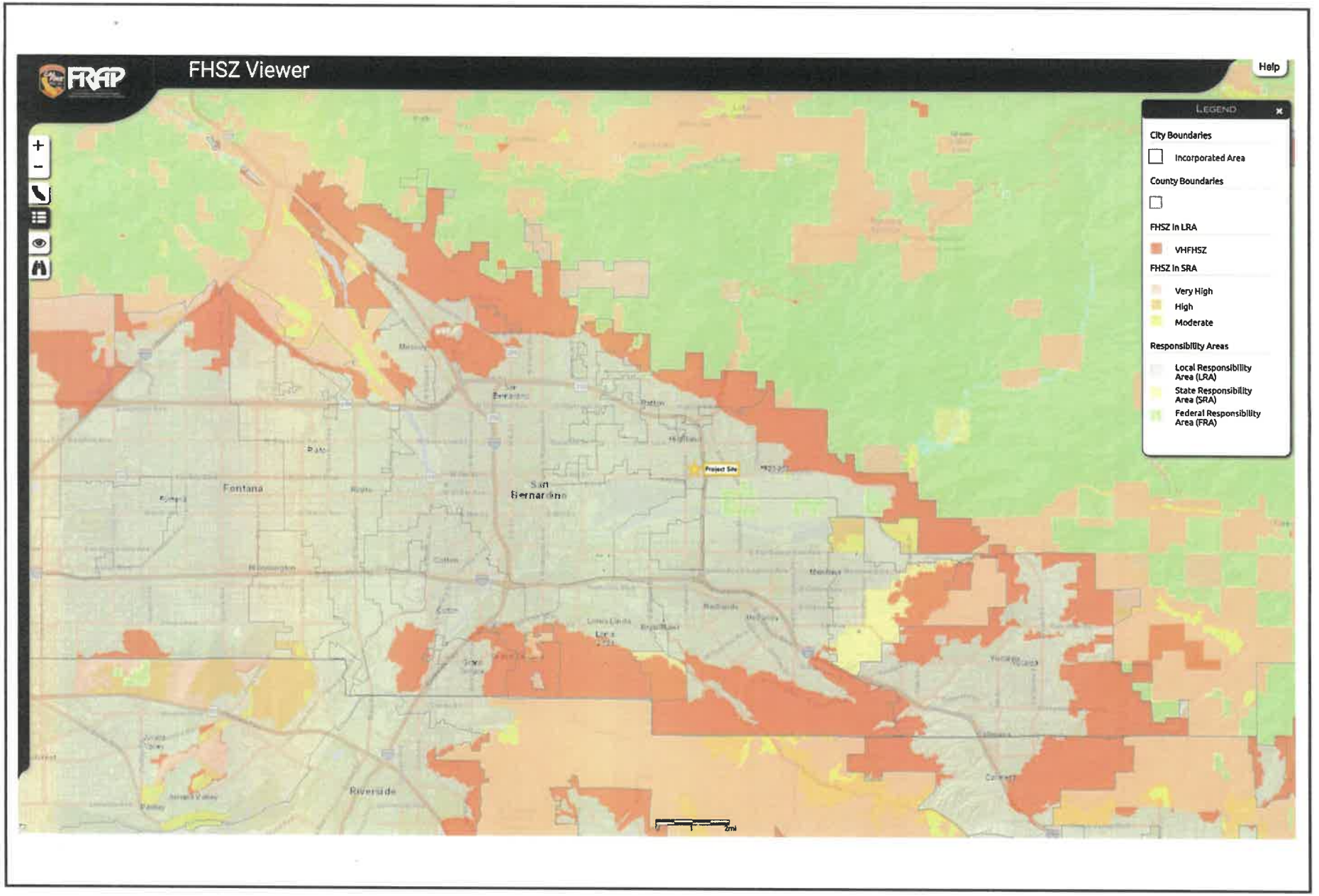


FIGURE XX-1

Tom Dodson & Associates
Environmental Consultants

CALFIRE Fire Hazard Severity Zones

Exhibit 2:

Mitigation Monitoring and Reporting Program

CITY OF HIGHLAND
HARIKRISHNA COMMERCIAL/RETAIL DEVELOPMENT PROJECT

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-1 The Applicant shall obtain a tree removal permit from the Highland Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. The permit shall be obtained prior to removal of any trees during construction.	A copy of the construction contract including this aesthetics measure shall be retained in the project file, as should a copy of the tree removal permit. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation, light configuration, or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Highland shall be implemented to eliminate glare impacts.	The glare analysis shall be prepared prior to completion of Final Design. The measures required to eliminate glare impacts shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the glare analysis and construction contract including this aesthetics measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation: • Apply soil stabilizers or moisten inactive areas. • Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day). • Cover all stock piles with tarps at the end of each day or as needed. • Provide water spray during loading and unloading of earthen materials. • Minimize in-out traffic from construction zone. • Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard. • Sweep streets daily if visible soil material is carried out from the construction site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-2 Exhaust Emissions Control. The following measures shall be incorporated into project plans and specifications for implementation: • Utilize well-tuned off-road construction equipment. • Establish a preference for contractors using Tier 3 or better heavy equipment. • Enforce 5-minute idling limits for both on-road trucks and off-road equipment.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-3 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.	This measure shall be implemented ongoing during operation.	Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-4 Provide electric vehicle (EV) charging stations for the restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces shall include EV charging stations, or at a minimum, require the Proposed project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-5 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed project site to generate solar energy for the facility and/or EV charging stations.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-6 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.	This measure shall be implemented ongoing during operation.	The Applicant shall provide documentation to the City that their landscape provider utilizes such equipment. Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-7 Require use of electric or alternatively fueled sweepers with HEPA filters.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-8 Maximize the planting of trees in landscaping and parking lots consistent with water availability.	This measure shall be completed prior to finalization of design, and shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the final landscape design and construction contract including this measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-9 Use light colored paving and roofing materials.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-10 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-1 A Pre-construction Burrowing Owl Survey shall be conducted by a qualified biologist at least 3 days prior to any ground disturbing activities, at any time of year. Surveys shall be completed following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (CDFG, March 2012) or most recent version by a qualified biologist. If an active burrowing owl burrow is detected within any Project disturbance area, or within a 500-foot buffer of the disturbance area, a 300-foot radius buffer zone surrounding the burrow shall be flagged, and no impacts to soils or vegetation or noise levels above 65 dBA shall be permitted while the burrow remains active or occupied. Disturbance-free buffers may be modified based on site-specific conditions in consultation with CDFW. The qualified biologist shall monitor active burrows daily and will increase buffer sizes as needed if owls show signs of disturbance. If active burrowing owl burrows are located within any work area and impact cannot be avoided, a qualified biologist shall submit a burrowing owl exclusion plan to CDFW for review and approval. The burrowing owl exclusion plan shall include permanent compensatory mitigation consistent with the recommendations in the Staff Report on Burrowing Owl Mitigation such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. Passive relocation shall take place outside the nesting season (1 February to 31 August).	This measure shall be implemented at least 3 days prior to ground disturbing activities associated with construction.	A copy of the preconstruction survey shall be documented and retained in the project file. A notation stating whether the burrowing owl is present or absent from the site shall be included in the file. If a burrowing owl exclusion plan must be prepared, the plan shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-2 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).	Construction shall occur outside of the nesting season or a copy of the field survey documenting no nesting birds shall be completed prior to initiating construction within the nesting season.	City personnel shall document the dates of construction. If construction is proposed to occur within the nesting season, a copy of the field survey documenting the absence of nesting birds shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City and YSMN shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and YSMN and shall be retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources CUL-3 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Any response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Departments	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-4 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.	This measure shall be implemented during construction if human remains are exposed during construction	The City shall retain all records of the discovery and management actions taken in regard to human remains in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils		
GEO-1 The site developer shall incorporate the seismic design coefficients provided in Appendix 7a in the design of structures that serve humans at the project site. The goal is to incorporate design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils		
GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils		
GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils		
GEO-5 If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county or city-qualified paleontologist shall be consulted to assess the discovery. If the discovery is determined to be significant by the paleontologist, an MMRP shall be initiated, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities. 1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring will be conducted full-time in areas of grading or excavation in undisturbed sedimentary deposits. 2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project	Any response to exposed paleontological resources shall occur during construction. Any reports, including the MMRP, documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any paleontological resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the MMRP and final report shall be retained in the project file.

Mitigation Measure	Implementation Schedule	Verification
paleontologist, who will then notify the concerned parties of the discovery. 3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location. 4. Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. 5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment. 6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.		

Mitigation Measure	Implementation Schedule	Verification
7. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Highland) will be consulted on the repository/museum to receive the fossil material. 10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.		

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure		Implementation Schedule	Verification
Hazards and Hazardous Materials			
HAZ-1	All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.	These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.	A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-1	The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-2	Equipment not in use for five minutes shall be shut off.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-3	Equipment shall be maintained and operated such that loads are secured from rattling or banging.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-4	Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-5	Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-6	No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-7	Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint..	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Transportation			
TRAN-1	The project shall be required to contribute its fair share to installing signals at the following intersections under the jurisdiction of the City of Highland: • Sterling Avenue at 6th Street • Victoria Avenue at 6th Street • Central Avenue at 3rd Street The Cities shall determine the appropriate timing in which to install a signal at the above intersections based on actual peak hour operations, engineering judgement and signal peak hour warrant analyses.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Transportation		
TRAN-2 The project shall be required to contribute its fair share towards the deficient roadway segments and intersections identified in the AGSP EIR. Fair share contribution shall be contributed in the following manners: • Fair share contribution shall be tabulated as a percentage of the total project cost ($3,465,119) that shall be based on the square footage of a given future project in relation to the allowable square footage within the AGSP Planning Area. Thus, for this project, which would contribute 12,745 SF of building area to the Planning Area, the project's fair share would be a contribution of 0.139% (equal to $4,800.59) of the total fair share cost for Planning Area related traffic.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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 response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to The Yuhaaviatam of San Manuel Nation (YSMN). The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	This measure shall be implemented as the reports are finalized.	Correspondence verifying documentation that each report has been received by the Applicant, Lead Agency, and YSMN shall be provided to the City and retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Department	

Attachment 2:

Resolution No. 2023-____ for General Plan Amendment (GPA 22-001)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT A RESOLUTION APPROVING GENERAL PLAN AMANDMENT (GPA 22-001) TO CHANGE THE LAND USE OF SEVEN (7) SUBJECT PARCELS FROM INDUSTRIAL (I) TO BUSINESS PARK (BP) FOR A DEVELOPMENT CONSISTING OF A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP 22-008), DESIGN REVIEW APPLICATION (DRA 21-019), TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006), AND ZONE CHANGE (ZC 22-001).

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted an application for General Plan Amendment (GPA 22-001) to change the land use designation from Industrial (I) to Business Park (BP) pertaining to the development of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Conditional Use Permit (CUP 22-008), Design Review Application (DRA 21-019), Tentative Parcel Map No. 19209 (TPM 22-006) and Zone Change (ZC 22-001).

2. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the March 21, 2023 public hearing.

3. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

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

3. Based upon substantial evidence presented to the Planning Commission during the March 21, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

4. Findings of Fact for General Plan Amendment (GPA 22-001):

   Based on the Findings below, the Planning Commission recommends the City Council does herby find:

   a. The proposed amendment is consistent with the goals, objectives, policies, and programs of the general plan, or the general plan as revised by the proposed amendment, and will not result in any inconsistencies within the plan:

      Response: The General Plan's vision for the 5th Street Corridor includes both Business Park (BP) and Industrial (I) uses to create *"a major employment center and gateway to the San Bernardino International Airport"*. The proposed General Plan Amendment (GPA 22-001) to change the land use designations from Industrial (I) to Business Park (BP) will help satisfy Goal 2.13 of the General Plan with the construction of this fueling station on an otherwise vacant site. There is appropriate passenger vehicle and truck access, onsite parking, landscaping, and electric vehicle charging stations on the site, satisfying vehicular circulation for the site.

   b. The proposed amendment will not adversely affect the public health, safety or general welfare.

      Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, the Fire Department and the Police Department and certain conditions of approval that are necessary and proper to safeguard and protect the public health, safety, and welfare have been implemented. That being the case, the approval of a General

Plan Amendment for the proposed project is will not adversely affect the public health, safety, or general welfare.

c. The proposed amendment is consistent with the purposes and intent of this title, unless such amendment proposes to change, supplement, or alter any part of this title, whereas, said amendment must be consistent with all of the applicable sections including these findings.

Response: Section 16.24 of the Highland Municipal Code includes the development standards and requirements pertaining to projects within employment districts. As previously discussed, this proposal includes a light industrial fueling station and carwash development, consistent with the vision for the General Plan's 5th Street Corridor, with appropriate street frontage, onsite parking, and setbacks compliant with the Business Park (BP) zone.

d. The potential environmental impacts of the proposed amendment 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 air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Findings of the Initial Study and adoption of the Mitigation Measures, the Project will not have a significant impact upon the environment.

5. Based on the Findings and Conclusions set forth above, the Planning Commission recommends the City Council approve General Plan Amendment (GPA 22-001).

Exhibit 1 includes the Existing General Plan Land Use Designation

Exhibit 2 includes the Proposed General Plan Land Use Designation

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 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Existing General Plan Land Use Designation

Existing Land Use

Exhibit 2:

Proposed General Plan Land Use Designation

Proposed Land Use

Attachment 3:

Resolution No. 2023-____ for Zone Change (ZC 22-001)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL INTRODUCE AN ORDINANCE APPROVING ZONE CHANGE (GPA 22-001) TO CHANGE THE ZONING DESIGNATION OF SEVEN (7) SUBJECT PARCELS FROM INDUSTRIAL (I) TO BUSINESS PARK (BP) FOR A DEVELOPMENT CONSISTING OF A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP 22-008), DESIGN REVIEW APPLICATION (DRA 21-019), TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006), AND GENERAL PLAN AMENDMENT (GPA 22-001).

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted an application for Zone Change (ZC 22-001) to change the zoning designation from Industrial (I) to Business Park (BP) pertaining to the development of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Conditional Use Permit (CUP 22-008), Design Review Application (DRA 21-019), Tentative Parcel Map No. 19209 (TPM 22-006) and General Plan Amendment (GPA 22-001).

2. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the March 21, 2023 public hearing.

3. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

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

3. Based upon substantial evidence presented to the Planning Commission during the March 21, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

4. Findings of Fact for Zone Change (ZC 22-001):

   Based on the Findings below, the Planning Commission recommends the City Council does herby find:

   a. The proposed zone change is consistent with the goals, objectives, policies, and programs of the municipal code, and will not result in any inconsistencies within the municipal code:

      Response: Per Section 16.24 of the Highland Municipal Code, vehicle fueling stations are not permitted within this zoning designation. However, per Goal 2.13 of the Highland General Plan Land Use Element, "the 5th Street Corridor represents an excellent opportunity to capture potential employment growth. To position Highland to take advantage of this increased demand, the Land Use Plan for the 5th Street Corridor is dominated by Business Park and Industrial land uses". Both Business Park (BP) and Industrial (I) uses are similar in nature and intensity, and per Section 16.24 of the Highland Municipal Code, share the majority of permitted uses. Further, the properties located at the three (3) other corners of the Palm Avenue and 5th Street intersection are each zoned for Business Park (BP) uses with the southeast and southwest corners already featuring fueling station uses.

   b. The proposed zone change will not adversely affect the public health, safety or general welfare.

      Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, the Fire Department and the Police Department and certain conditions of approval that are necessary and

proper to safeguard and protect the public health, safety, and welfare have been implemented. That being the case, the approval of a zone change for the proposed project is will not adversely affect the public health, safety, or general welfare.

c. The proposed zone change is consistent with the purposes and intent of this title, unless such amendment proposes to change, supplement, or alter any part of this title, whereas, said zone change must be consistent with all of the applicable sections including these findings.

Response: Section 16.24 of the Highland Municipal Code includes the development standards and requirements pertaining to projects within employment districts. While fueling stations are not permitted within the Industrial (I) zone, they are permitted within the Business Park (BP) zone. Both Business Park (BP) and Industrial (I) uses are similar in nature and intensity, and per Section 16.24 of the Highland Municipal Code, share the majority of permitted uses. Further, the properties located at the three (3) other corners of the Palm Avenue and 5th Street intersection are each zoned for Business Park (BP) uses with the southeast and southwest corners already featuring fueling station uses.

d. The potential environmental impacts of the proposed zone change 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 air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils were identified. Project specific mitigation measures have been included to reduce said impacts to below a level of significance and the list of measures have been included in the Mitigation Monitoring and Reporting Program (MMRP). Based upon the Findings of the Initial Study and adoption of the Mitigation Measures, the Project will not have a significant impact upon the environment.

5. Based on the Findings and Conclusions set forth above, the Planning Commission recommends the City Council adopt an Ordinance approving Zone Change (ZC 22-001). All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

Exhibit 1 includes the Existing Zoning Designation

Exhibit 2 includes the Proposed Zoning Designation

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 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Existing Zoning Designation

Existing Zoning

Exhibit 2:

Proposed Zoning Designation

Proposed Zoning

Attachment 4:

Resolution No. 2023-____ for Conditional Use Permit (CUP 22-008)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE CONDITIONAL USE PERMIT (CUP 22-008) FOR A DEVELOPMENT CONSISTING OF A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 21-019), TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006), GENERAL PLAN AMENDMENT (GPA 22-001), AND ZONE CHANGE (ZC 22-001).

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted an application for Conditional Use Permit (CUP 22-008) for a development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from Industrial (I) to Business Park (BP), and Design Review Application (DRA 21-019) for a site plan, building elevations, conceptual landscape plan, grading plan.

2. The site is located on an approximately 1.83 acres at the northeast corner of Palm Avenue and 5th Street, within the City's Industrial Zoning and General Plan Land Use Designations;

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the March 21, 2023 public hearing.

4. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

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

3. Based upon substantial evidence presented to the Planning Commission during the March 21, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

4. Findings of Fact for Conditional Use Permit (CUP 22-008):

   Based on the Findings below, the Planning Commission herby finds:

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

      Response: A fueling station and carwash, such as the one proposed, is permitted within the General Plan's Business Park (BP) zone and land use designation, as approved by General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001), upon approval of a Conditional Use Permit. Applicable provisions in Title 16, *Land Use*, include but are not limited to, Chapter 16.24 *Employment Zones*, 16.40 *General Development Standards*, 16.54 *Parking*, and 16.68 *Land Divisions* with respect to the Tentative Parcel Map. The project satisfies the standards established in said chapters.

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

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

Response: The project would be developed in compliance with the Highland General Plan and Municipal Code standards related to automobile and truck fueling stations in the Business Park (BP) District within the 5th Street Corridor Policy Area. It meets development code standards such as land use, setbacks, density, lighting, parking, circulation, etc. It has a high quality, modern design complementary to the Policy Area consistent with the other development at the Palm Avenue and 5th Street intersection and along the 5th Street Corridor.

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

Response: The project site is appropriate for a fueling station as it combines seven (7) parcels, accessible from Meines Court to the north, 5th Street to the south, and Palm Avenue to the west. While six (6) of the parcels have remained vacant since prior to the City's incorporation, the parcel at the northeast corner of the site was previously used as a contractor's storage facility. The equipment on the site will be removed prior to the start of construction.

While the site itself is zoned for Industrial (I) uses, this portion of the 5th Street Corridor is geared toward more intense, trucking-related uses. Further, the 5th Street Corridor envisions undeveloped parcels to be built out with commercial and light industrial business of both the Business (BP) and Industrial (I) land use. The proposed gasoline and diesel fueling station and carwash are consistent with this vision.

Additionally, per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project has proposed for just 16%. It meets the minimum lot size, lot width and depth as well as required building setbacks and landscape coverage.

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

Response: The project site will require provisions for water, sewer, public utilities, and public health and safety. As required by the Highland Municipal Code, a "will-serve" letter from the water and sanitation provider must be submitted to the City's Building Official prior to the issuance of building permits. Additionally, the project site will be served by the City of Highland Fire and Police Departments. As conditioned, the Applicant/Developer is required to pay Development Impact Fees which contribute to the additional infrastructure costs associated with these services. Furthermore, as conditioned, the Applicant/ Developer will be required to coordinate with the gas and electricity purveyors to ensure

that the project site is adequately serviced. As such, there will be adequate provisions for water, sanitation, and public utilities and services to ensure public health and safety.

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

Response: The proposed project has been reviewed by Planning, Engineering, Building and Safety, Fire, and the Police Department and certain conditions of approval necessary to safeguard and protect the public health, safety, and welfare have been implemented. That being the case, the approval of this conditional use permit for the proposed project will not adversely affect the public health, safety, and welfare.

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

Response: Pursuant to the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency. As such, the City oversaw preparation of an Initial Study, which was made available for public review from February 6, 2023 to March 8, 2023. The Initial Study finds that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population/Housing, Public Services, and Recreation, Transportation and Traffic, Wildfire, and Utilities and Services Systems.

The Initial Study also finds that potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils require the implementation of mitigation measures to reduce impacts to a less than significant level. A Mitigated Negative Declaration is the appropriate document for this project and will be adopted concurrently with the Conditional Use Permit.

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

6. Based on the Findings and Conclusions set forth above, the Planning Commission approves Conditional Use Permit (CUP 22-008) for a development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel

pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store. All improvements will be completed subject to the Conditions of Approval attached hereto and the development plans incorporated by reference.

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

Exhibit 1 includes the Site Plan

Exhibit 2 includes Conditions of Approval for CUP 22-008

Exhibit 3 includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

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

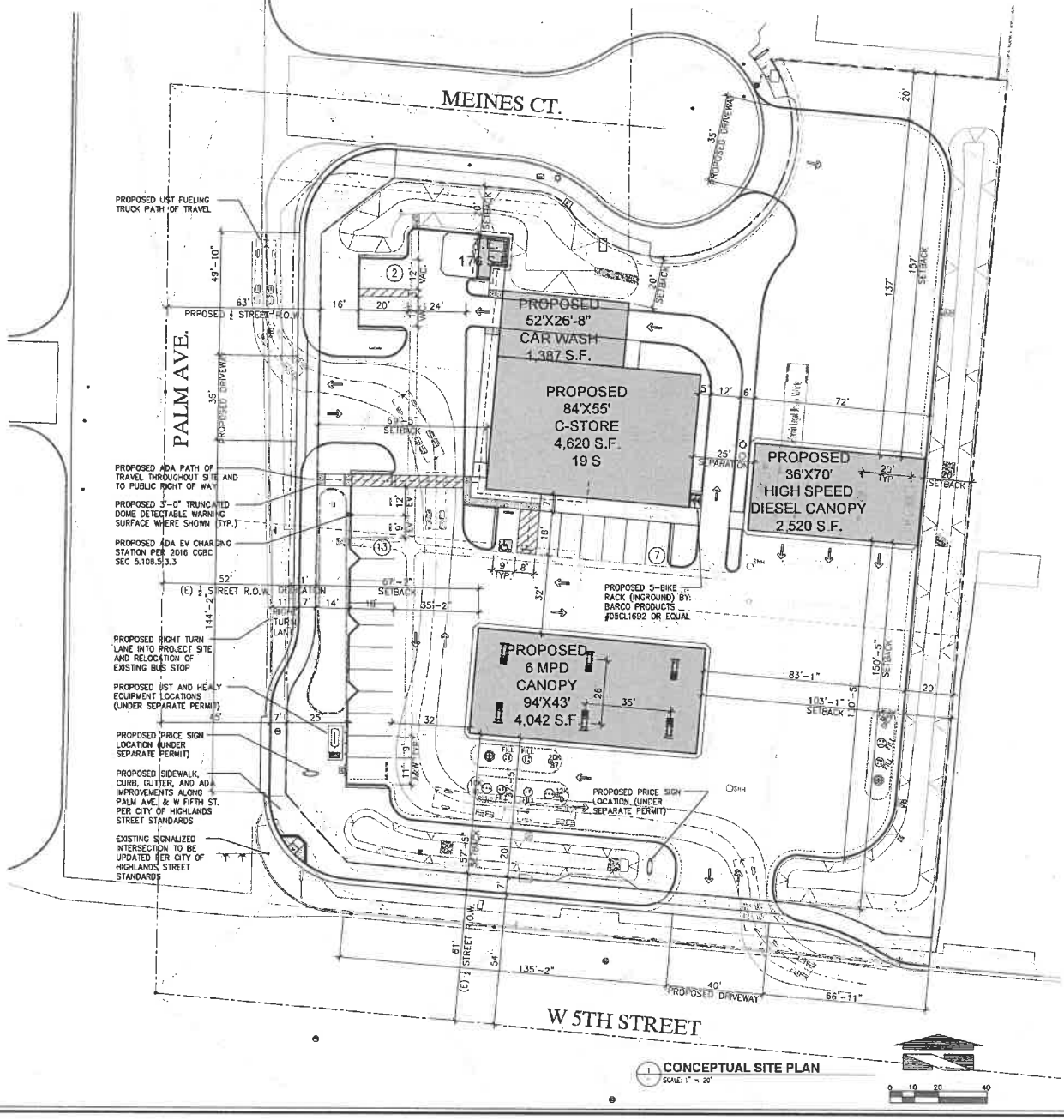
PASSED, **APPROVED,** AND **ADOPTED** this 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Site Plan



1 CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

SITE DATA

ADDRESS:	NEC PALM AVE. & W. 5TH STREET HIGHLAND, CA 92346
APN:	1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14 1201-301-15, & 1201-301-19
LEGAL DESCRIPTION:	TRACT 3202 LOT 8 TRACT NO 3202 ROYAL PALMS TRACT NO 1 LOT 8 TOGETHER WITH THE VAC ALLEY TO THE EAST EX ST.
COUNTY:	SAN BERNARDINO
LOT SIZE:	EXISTING: 82,161 S.F. (±1.89 ACRES) PROPOSED: 79,748 S.F. (±1.83 ACRES)
BUILDING AREAS:	C-STORE: 4,620 S.F. CAR WASH: 1,387 S.F. 6 MPD CANOPY: 4,042 S.F. HIGH SPEED DIESEL CANOPY: 2,520 S.F. TRASH ENCLOSURE: 176 S.F.
BUILDING HEIGHT:	MAX HEIGHT: 45'-0"
SITE COVERAGE:	MAX FAR: 30%
CONSTRUCTION TYPE:	V-B/NON-SPRINKLERED
OCCUPANCY'S:	M
SPECIFIC PLAN:	N/A
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	RETAIL / COMMERCIAL
EXISTING ZONE:	I - INDUSTRIAL
PROPOSED ZONE:	BP - BUSINESS PARK
SURROUNDING LAND USE AND ZONING:	NORTH: I- INDUSTRIAL SOUTH: I - INDUSTRIAL EAST: I - INDUSTRIAL WEST: BP - BUSINESS PARK
AIRPORT OVERLAY ZONE:	D - TRAFFIC PATTERN ZONE - LOW RISK LEVEL
PARKING REQUIREMENTS:	C-STORE STALLS: 4 SPACES / 1,000 S.F. (4,620 S.F. / 1,000 S.F.) X 4 = 19 TOTAL REQUIRED: 19 SPACES TOTAL PARKING PROVIDED: 23 (INCLUDED 1 ADA, 2 EVCS, AND 2 VACUUM)
LOT COVERAGE:	BUILDING: 12,745 S.F. (16%) LANDSCAPING: 23,271 S.F. (29%) IMPERVIOUS: 43,732 S.F. (55%) TOTAL: 79,748 S.F. (100%)
TREES:	(40) TREES EXIST

UTILITIES

1. **WATER**
EAST VALLEY WATER DISTRICT
31111 GREENSPOT ROAD
HIGHLAND, CA 92346
909 889-9501

2. **SEWER**
EAST VALLEY WATER DISTRICT
31111 GREENSPOT ROAD
HIGHLAND, CA 92346
909 889-9501

3. **GAS**
SOUTHERN CALIFORNIA GAS CO.
PO BOX 5111
REDLANDS, CA 92373-8796
909 335-7712

4. **ELECTRIC**
SOUTHERN CALIFORNIA EDISON
28717 REDLANDS BLVD
REDLANDS, CA 92373
909 307-6749

5. **TRASH/WASTE**
WASTE MANAGEMENT INC.
CITY OF HIGHLAND
27215 BASE LINE STREET
HIGHLAND, CA 92346
909 864-8732 (EXT 2711)

APPLICANT

VIRAJ PATEL
HARIKRISHNA GAS INC.
8292 BELLA VISTA DRIVE
RANCHO CUCAMONGA, CA 91701
PHONE: 909-994-3861
E-MAIL: virraj4321@gmail.com

OWNER

JEANEDDY MAROCK
TRUSTEE OF EADY TRUST, C/O
PAULA HUMBERT
3380 PUNTA ALTA, #A
LAGUNA WOODS, CA 92637

ARCHITECT / EXHIBIT PREPARER

EMPIRE DESIGN GROUP, INC.
511 N MAIN STREET
LAKE ELSINORE, CA 92530
PHONE: (951) 696-1499
CELL PHONE: (951) 809-7601
E-MAIL: ghann@empiresgroup.biz
CONTACT: GREGORY HANN, ARCHITECT

PROJECT DESCRIPTION (SOW)

1. THE PROJECT INVOLVES (7) EIGHT PARCELS TOTALING APPROXIMATELY 1.88 NET ACRES.
2. PROPOSED C-STORE, WITH (4) ATTACHED ROLL OVER CAR WASH.
3. PROPOSED 12 MPD FUELING CANOPY.
4. PROPOSED HIGH SPEED DIESEL CANOPY.
5. PROPOSED 23 PARKING STALLS INCLUDING, 2 VACUUM, 1 ADA, AND 2 EVCS.
6. ONSITE IMPROVEMENTS CONSIST OF CHARGE PARKING, W/CMP AREA, SITE CIRCULATION, LANDSCAPING AND SITE LIGHTING.
7. OFFSITE IMPROVEMENTS CONSIST OF RIGHT OF WAY DEDICATION, NEW UTILITY CONNECTION, UPDATED SIGNALIZED INTERSECTION, SIDEWALK, CURB AND GUTTERS, AND DRIVEWAY APPROACHES.
8. PROPOSED ZONE CHANGE TO BUSINESS PARK

VICINITY MAP

NOT TO SCALE

EMPIRE DESIGN GROUP...
511 N Main St.
Lake Elsinore, CA 92530
951-696-1499
EmpireDesignGroup.biz

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CLIENT:

HARIKRISHNA GAS INC.

COMMERCIAL / RETAIL
NEC PALM AVE. & W 5TH ST.
HIGHLAND, CA 92346

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-696-1499
CELL: 951-809-7601
E-MAIL: ghann@empiresgroup.biz

SCALE:

STATE OF CALIFORNIA
GREGORY SCOTT HANN
No. C-31663
REN. 9/30/25
LICENSED ARCHITECT

DATE: JUNE 13, 2022

Project Number: EDG#04774.01

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GH
DRAWN BY: GH
CHECKED BY: GH

DRAWING TITLE:

ARCHITECTURAL CONCEPTUAL SITE PLAN / COVER PAGE

SHEET NO:

AS 1.0

Exhibit 2:

Conditions of Approval (CUP 22-008)

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	March 21, 2023
Applicant:	Harikrishna Gas, Inc
File/Index:	Conditional Use Permit (CUP 22-008)
Proposal:	The development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store.
Location:	A 1.83 acre site at the northeast corner of Palm Avenue and 5th Street. Assessor's Parcel Number(s): 1192-631-01, -02, -03, -04, -05, -06, -15, -16, -17,-18, and -19.
Related Entitlements:	Design Review Application (DRA 21-019), Tentative Parcel Map No. 19209 (TPM 22-006), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001)

PLANNING CONDITIONS OF APPROVAL

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

Conditional Use Permit (CUP 22-008) is conditionally approved, subject to compliance with the requirements as specified below. The Conditions listed below are continuing Conditions; failure of the Applicant and/or operator to comply with any or all Conditions at any time, shall result in initiating revocation of the subject permit.

1. Conditional Use Permit (CUP 22-008) shall become null and void:

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

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

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

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

2. The proposed Entitlement permits the development of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store on approximately 1.9 acres at the northeast corner of Palm Avenue and 5th Street as illustrated in the approved plans.

3. All "convenience store" business activity shall be conducted within the 4,620 square foot store area. No outside displays and/or vending shall be permitted on the property.

4. 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 and dedicated electric vehicle charging spaces, shall comply with the requirements of the City's Municipal Code. A minimum of twenty-one (21) parking stalls is required on-site (Parking Requirement = 1 space / 250 sf for convenience store use. 1 EV charging station / 8 fuel pumps). Twenty-two (22) total spaces have been provided.

5. Materials, textures, colors, and design of all walls shall be compatible with on-site development and adjacent properties. No wall higher than three feet in height shall be constructed within five feet of a driveway entrance or vehicle access way which opens onto a street or alley. Walls shall be constructed so as to ensure a clear cross view of pedestrians on the sidewalk, alley, or elsewhere by motorists entering or exiting the parcel. (Line of sight triangle as approved by City Engineer).

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

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

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

9. The site shall be entirely paved, as approved by the Planning Commission, except for buildings and landscaping.

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

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

    a. All trash shall be deposited in the trash area and the gates leading thereto shall be maintained in working order and shall remain closed except when in use.

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

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

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

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

14. Development Impact Fees shall be paid in accordance with City policy.

15. All parking spaces shall be provided with nighttime security lighting. Lighting must be shielded and directed to reflect away from neighboring properties. Lighting shall not exceed 0.5 foot candles of illumination beyond the property boundary,.

16. The applicant shall construct a prominent decorative corner statement at the Palm Avenue and 5th Street intersection. The corner statement shall incorporate design features such as stones, wrought iron accents, and a "City of Highland" logo/scripture. Final design as well as onsite signage shall be submitted at part of a Sign Program application for the Planning Commission's review once a fuel tenant has been confirmed.

17. The future sale of alcoholic beverages onsite, if desired, shall require the approval of a separate Conditional Use Permit (Highland Municipal Code, Title 16, Chapter 16.24, Table 16.24.030.A (C.47)).

18. Easterly CMU block wall shall be six (6) feet in height as measured from the adjacent onsite grade, per Section 16.40 of the Highland Municipal Code.

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

DATE : October 12, 2022

APPLICANT : Harikrishna Gas, Inc.

SITE LOCATION: NEC of Palm Ave and 5th Street

APN: 1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19

FILE / INDEX No.: CUP 22-008 DRA 22-010 GPA 22-001 TPM 22-006 ZC 22-001

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

4. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

5. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

6. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

7. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

8. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

9. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

10. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

11. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

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

13. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

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

15. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
    An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
    Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

16. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

17. **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**

WATER:

19. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

20. **HF29:** Fire hydrant spacing shall be:
Commercial retail: 300 FEET
CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

21. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

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. **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:

25. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

FIRE PROTECTION & ALARM SYSTEMS:

26. **HF36:** Dependent on the results of the fire flow test available from the water department, automatic fire sprinklers may be required and 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**

27. **HF37:** If fire sprinklers are required, 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**

28. **HF39:** An automatic fixed fire extinguishing system (**UL-300**) shall be installed in the hood and duct system of commercial cooking equipment. Three **(3)** sets of shop plans with material cut sheets and calculations shall be submitted to fire department for review and approval prior to installation. **CFC**

29. **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**

30. **HF42:** A 40BC (K-Type) fire extinguisher shall be installed within 30 feet of commercial food heat-processing equipment. Fire extinguishers shall be serviced annually and shall have a current SFM service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC; T-19**

31. **HF43:** If required by CFC, 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**

32. **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.

33. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

34. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

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

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

Building and Safety Division Conditions of Approval

Date:	October 9, 2022
Applicant:	Harikrishna Gas, Inc.
Address of Applicant:	Unknown
Site Location:	Northeast Corner of Palm Ave. and 5th St.
Project #'s:	CUP 22-008, DRA 22-010, GPA 22-001, Map 19209 TPM 22-006, ZC 22-001
APN:	1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19

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) Plumbing Plans/Isometrics
   (3) Mechanical Plans
   (3) HVAC Duct Layout Plans
   (2) Roof and Floor Truss Plans (as Applicable)
   (2) Title 24 Energy Calculations or within the plan sheets
   (2) Soils Report
   (3) Precise Grading Plans
   * Grading, Photometric, or Landscape Plans:
   Please mark "FOR REFERENCE ONLY"
   (3) Site Disabled Access Plan
   (3) Temporary Fence Plan
   (1) Fire Flow Test (from EVWD)

2. All structures shall be designed in accordance with the current version of the California Building Codes, including the California Green Building Standards

Code. Design all structures to comply with Seismic Design Category D, wind speed 96 MPH, at exposure "C", and Energy Climate Zone 10.

3. 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)

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

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

6. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Policy 295.

7. 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.

8. 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.

9. The Developer/Owner is responsible for the coordination of the building final and 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.

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

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 inspection, 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.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety and/or to Public Works, as applicable.

17. Identify the location of all utility meter locations and identify them as new service or an existing service connection.

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

19. All deferred plan items are to be identified on the plans cover sheet.

20. The building is to be connected to the public sewer system, when provided. A will serve letter and water availability letter shall be provided to Building & Safety prior to issuance. When the public system is not available, an onsite waste treatment 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.

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

22. Demolition of any onsite structures requires the following information or action.

    a. Submit copies of the property title at permit submittal.
    b. Provide copy of the hazardous materials survey (asbestos and lead) for each structure.
    c. Contact the City of Highland Public Services Division for current abatement and documentation requirements prior to performing demolition.

23. For the removal of fuel storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Fuel storage tank removal will require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.

24. Projects requiring County Health and/or San Bernardino Environmental Control, such as food services, Fuel tanks, or interceptors, need to obtain those permits and clearances prior to building permit issuance.

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

26. 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.

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

City of Highland

Engineering Department
Conditions of Approval
DRA 21-019, CUP 22-008, GPA 22-001, TPM 22-006, and ZC 22-001
Harikrishna Gas and Retail - NEC of Palm Avenue and 5th Street

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

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration basins and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the grading engineer to the City Engineer.

STREET IMPROVEMENT

City has entered into a public works contract with Granite Construction to complete new street improvements in accordance with the 3rd Street and 5th Street Corridors Improvement Project No. STR 18001 and these capital improvements are anticipated to be completed in the first quarter of calendar year 2024. Granite Construction has a performance bond in place for the completion of this work and in addition will be providing the City with a one-year warranty bond upon the completion of this work (the "Granite Public Work Contract").

To the extent that Granite Construction fails to complete the improvements in accordance with the Granite Public Work Contract and the City is unsuccessful in enforcing this Contract and/or using the bond proceeds to complete the Granite Construction contracted work, then Granite's bonding company, as a condition of the Project, shall construct the street improvements limited to the Project property frontage.

C* 14. Construct new street improvements along **5th Street** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 6'-wide interim sidewalk to join City Std 208 Type B sidewalk from 40' commercial drive approach.
c) Remove existing full height curb at proposed 40' commercial drive approach and construct 14' wide westbound right turn lane with asphalt pavement section of T.I.=10 along frontage of 5th Street between easterly ECR and westerly BCR.
d) One 40' commercial drive approach (per City Std. 213) 54' (easterly BCR) to 54' (westerly ECR) north of centerline. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Restripe existing westbound bike lane across proposed 40' commercial drive approach as directed by the City Engineer.
f) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-e above and as approved by the City Engineer.

C* 15. Construct new street improvements along **Palm Avenue** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Join existing catch basin 45' east of Palm Avenue centerline and construct 8" curb and gutter per City Std 203.
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) Construct northbound on Palm Avenue a modified 11'-wide dedicated right turn lane per City Std 111.
e) Restripe existing northbound vehicle lanes and 4'-wide Class II bike lane across the proposed dedicated right turn lane as directed by the City Engineer.
f) One 35' commercial drive approach (per City Std. 213) 56' east of centerline per the proposed site plan. Minimum driveway width for vehicle parking ingress/egress is 26'.
g) Construct 35' radius curb return sidewalk ramp per City Std. 207B at SEC of Palm Avenue and Meines Court.
h) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-g above and as approved by the City.

C* 16. Construct new street improvements along **Meines Court** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Construct new asphalt concrete pavement with class II aggregate base improvements to centerline (T.I.=8) asphalt concrete pavement with class II aggregate base. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) One 40' commercial drive approach (per City Std. 213) at end of cul-de-sac per the proposed site plan. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-d above and as approved by the City.

E 17. Submit engineering plans for street improvements and signing & striping to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

E* 18. Relocate OmniTrans bus stop as directed by City Engineer and OmniTrans.

C 19. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 20. Install new LS-3 metered street light system along the project frontage of Palm Avenue. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire

on a marbelite pole with types and at the location and power source specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C 21. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer.

C 22. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 23. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

E 24. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices approved at time of C-WQMP approval, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

25. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP .

C 26. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"*I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge.*"

C* 27. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed infiltration basins to fronting streets as necessary.

B 28. At the infiltration basins proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 29. Register the underground chambers with EPA as a Class V Injection Well.

E 30. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 31. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 32. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown the street and storm drain improvement checklist.

MAP/DEDICATION/ ANNEXATION

C* 33. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along 5th Street, Palm Avenue and Meines Court. 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.

A 34. Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the Palm Avenue, 5th Street, and Meines Court frontages, in addition to the required street right-of-way half street width for said streets, and sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer, (2) additional right-of-way for a northbound Palm Avenue dedicated right turn lane and taper per City Standard 111, and (3) a temporary landscape easement granting permission for the City to enter the property to restore landscaping affected by the City's CIP project. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

E* 35. Offer a temporary construction easement granting permission for the City and its contractor (Granite) to enter the property to construct CIP str18001 improvements. The exact location, dimensions and lifetime of the temporary construction easement will be determined by the City Engineer.

A 36. Dedicate corner property line cutoffs for all corner lots in accordance with City standards.

B 37. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 38. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing

original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 39. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

E 40. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.

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

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

A 43. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

A 44. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.

A 45. Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

E 46. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 47. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 48. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C 49. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 50. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 51. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 52. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 53. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 54. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 55. Design and construct a trash enclosure per City Standard 700.

C 56. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 57. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

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Exhibit 3:

Mitigation Monitoring and Reporting Program

CITY OF HIGHLAND
HARIKRISHNA COMMERCIAL/RETAIL DEVELOPMENT PROJECT

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-1 The Applicant shall obtain a tree removal permit from the Highland Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. The permit shall be obtained prior to removal of any trees during construction.	A copy of the construction contract including this aesthetics measure shall be retained in the project file, as should a copy of the tree removal permit. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation, light configuration, or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Highland shall be implemented to eliminate glare impacts.	The glare analysis shall be prepared prior to completion of Final Design. The measures required to eliminate glare impacts shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the glare analysis and construction contract including this aesthetics measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-1 <u>Fugitive Dust Control</u>. The following measures shall be incorporated into project plans and specifications for implementation: • Apply soil stabilizers or moisten inactive areas. • Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day). • Cover all stock piles with tarps at the end of each day or as needed. • Provide water spray during loading and unloading of earthen materials. • Minimize in-out traffic from construction zone. • Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard. • Sweep streets daily if visible soil material is carried out from the construction site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-2 <u>Exhaust Emissions Control</u>. The following measures shall be incorporated into project plans and specifications for implementation: • Utilize well-tuned off-road construction equipment. • Establish a preference for contractors using Tier 3 or better heavy equipment. • Enforce 5-minute idling limits for both on-road trucks and off-road equipment.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-3 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.	This measure shall be implemented ongoing during operation.	Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-4 Provide electric vehicle (EV) charging stations for the restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces shall include EV charging stations, or at a minimum, require the Proposed project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-5 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed project site to generate solar energy for the facility and/or EV charging stations.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-6 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.	This measure shall be implemented ongoing during operation.	The Applicant shall provide documentation to the City that their landscape provider utilizes such equipment. Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-7 Require use of electric or alternatively fueled sweepers with HEPA filters.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-8 Maximize the planting of trees in landscaping and parking lots consistent with water availability.	This measure shall be completed prior to finalization of design, and shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the final landscape design and construction contract including this measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-9 Use light colored paving and roofing materials.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-10 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-1 A Pre-construction Burrowing Owl Survey shall be conducted by a qualified biologist at least 3 days prior to any ground disturbing activities, at any time of year. Surveys shall be completed following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (CDFG, March 2012) or most recent version by a qualified biologist. If an active burrowing owl burrow is detected within any Project disturbance area, or within a 500-foot buffer of the disturbance area, a 300-foot radius buffer zone surrounding the burrow shall be flagged, and no impacts to soils or vegetation or noise levels above 65 dBA shall be permitted while the burrow remains active or occupied. Disturbance-free buffers may be modified based on site-specific conditions in consultation with CDFW. The qualified biologist shall monitor active burrows daily and will increase buffer sizes as needed if owls show signs of disturbance. If active burrowing owl burrows are located within any work area and impact cannot be avoided, a qualified biologist shall submit a burrowing owl exclusion plan to CDFW for review and approval. The burrowing owl exclusion plan shall include permanent compensatory mitigation consistent with the recommendations in the Staff Report on Burrowing Owl Mitigation such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. Passive relocation shall take place outside the nesting season (1 February to 31 August).	This measure shall be implemented at least 3 days prior to ground disturbing activities associated with construction.	A copy of the preconstruction survey shall be documented and retained in the project file. A notation stating whether the burrowing owl is present or absent from the site shall be included in the file. If a burrowing owl exclusion plan must be prepared, the plan shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-2 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).	Construction shall occur outside of the nesting season or a copy of the field survey documenting no nesting birds shall be completed prior to initiating construction within the nesting season.	City personnel shall document the dates of construction. If construction is proposed to occur within the nesting season, a copy of the field survey documenting the absence of nesting birds shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City and YSMN shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and YSMN and shall be retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-3 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Any response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Departments	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources CUL-4 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.	This measure shall be implemented during construction if human remains are exposed during construction	The City shall retain all records of the discovery and management actions taken in regard to human remains in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-1 The site developer shall incorporate the seismic design coefficients provided in Appendix 7a in the design of structures that serve humans at the project site. The goal is to incorporate design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-5 If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county or city-qualified paleontologist shall be consulted to assess the discovery. If the discovery is determined to be significant by the paleontologist, an MMRP shall be initiated, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities. 1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring will be conducted full-time in areas of grading or excavation in undisturbed sedimentary deposits. 2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project	Any response to exposed paleontological resources shall occur during construction. Any reports, including the MMRP, documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any paleontological resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the MMRP and final report shall be retained in the project file.

Mitigation Measure	Implementation Schedule	Verification
paleontologist, who will then notify the concerned parties of the discovery. 3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location. 4. Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. 5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment. 6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.		

Mitigation Measure	Implementation Schedule	Verification
7. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Highland) will be consulted on the repository/museum to receive the fossil material. 10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.		

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Hazards and Hazardous Materials		
HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.	These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.	A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Noise		
NOI-1 The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Noise		
NOI-2 Equipment not in use for five minutes shall be shut off.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-3	Equipment shall be maintained and operated such that loads are secured from rattling or banging.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-4	Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-5	Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-6	No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-7	Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint..	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Transportation			
TRAN-1	The project shall be required to contribute its fair share to installing signals at the following intersections under the jurisdiction of the City of Highland: • Sterling Avenue at 6th Street • Victoria Avenue at 6th Street • Central Avenue at 3rd Street The Cities shall determine the appropriate timing in which to install a signal at the above intersections based on actual peak hour operations, engineering judgement and signal peak hour warrant analyses.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Transportation		
TRAN-2 The project shall be required to contribute its fair share towards the deficient roadway segments and intersections identified in the AGSP EIR. Fair share contribution shall be contributed in the following manners: • Fair share contribution shall be tabulated as a percentage of the total project cost ($3,465,119) that shall be based on the square footage of a given future project in relation to the allowable square footage within the AGSP Planning Area. Thus, for this project, which would contribute 12,745 SF of building area to the Planning Area, the project's fair share would be a contribution of 0.139% (equal to $4,800.59) of the total fair share cost for Planning Area related traffic.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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 response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to The Yuhaaviatam of San Manuel Nation (YSMN). The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	This measure shall be implemented as the reports are finalized.	Correspondence verifying documentation that each report has been received by the Applicant, Lead Agency, and YSMN shall be provided to the City and retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Department	

Attachment 5:

Resolution No. 2023-____ for Design Review Application (DRA 21-019)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE DESIGN REVIEW APPLICATION (DRA 21-019) FOR THE SITE PLAN, BUILDING ELEVATIONS, ROUGH GRADING PLAN AND CONCEPTUAL LANDSCAPE PLAN PERTINING TO THE DEVELOPMENT CONSISTING OF A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET. RELATED ENTITLEMENTS INCLUDE CONDITIONAL USE PERMIT (CUP 22-008), TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006), GENERAL PLAN AMENDMENT (GPA 22-001), AND ZONE CHANGE (ZC 22-001).

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted an application for Design Review Application (DRA 21-019) for the Site Plan, Building Elevations, Grading Plan and Conceptual Landscape Plan pertaining to the development of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Conditional Use Permit (CUP 22-008), Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) existing lots into one (1), and General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from Industrial (I) to Business Park (BP).

2. The site is located on an approximately 1.83 acres at the northeast corner of Palm Avenue and 5th Street, within the City's Industrial Zoning and General Plan Land Use Designations;

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the March 21, 2023 public hearing.

4. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

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

3. Based upon substantial evidence presented to the Planning Commission during the March 21, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

4. Findings of Fact for Design Review Application (DRA 21-019):

   Based on the Findings below, the Planning Commission herby finds:

   a. That the proposed project is consistent with the related Conditional Use Permit.

      Response: Per section 16.24 of the Highland Municipal Code, the fueling stations are permitted within the Business Park (BP) zone through the approval of a Conditional Use Permit. Further, Section 16.44.200 of the Highland Municipal Code highlights specific development standards for Vehicle Fueling Stations. The proposed project design is consistent with the landscaping requirements, parking standards, site circulation, and electric vehicle charging spaces established as part of the Conditional Use Permit, the Highland Municipal Code, and City Ordinance No. 456.

      Additionally, the General Plan goals and policies relevant to the project involve its inclusion in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element. The project meets all relevant goals and policies.

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

Response: The project would be developed in compliance with the Highland Municipal Code standards related to Vehicle Fueling Stations in the Business Park (BP) District. Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project has proposed a lot coverage of just 16%. It satisfies the minimum lot size, with regard to lot width and depth, as well as required building setbacks and landscape coverage. Additionally, it satisfies general development standards related to circulation, parking, lighting, and electric vehicle charging.

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

Response: The Highland General Plan describes specific criteria related to this location in the Land Use and the Community Design Elements. Goal 10.2 seeks to create attractive and visually unified corridor with specialized streetscape and landscape improvements. Goal 10.8 seeks to ensure that development is professional and attractive in appearance through coordinated site planning, signage and architectural design.

The proposed convenience store and carwash building is visible to the general public from all directions and features an earth tone stucco with brick accent cladding that embraces the warm tones found on other buildings located along the 5th Street Corridor. While the site does not have a confirmed fueling tenant as of yet, the building has been designed with additional cutouts and rooflines to complement the structures on surrounding properties and comply with the vision for the General Plan's 5th Street Corridor.

The Conceptual Landscape Plan presents a variety of drought-tolerant trees, shrubs and vines, as well as groundcovers will be planted throughout the perimeter of the site as well as the building footprint. Along the Palm Avenue frontage are a combination of Dwarf Weeping Bottlebush, Blue Flame Agave, and Aloe plants accented by Mauritius Hemp plants spaced accordingly. Along the 5th Street frontage are Slipper, Silver Dollar Plants, Red Yucca, and Mexican Brush Sage for additional variety. The proposed Conceptual Landscape Plan, as conditioned, will comply with the City's drought tolerant landscaping regulations.

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: This proposed project was subject to an Initial Study / Mitigated Negative Declaration (IS/MND) as part of the CEQA review process. As such, the City oversaw preparation of an Initial Study, which was made available for public review from February 6, 2023 to March 8,

2023. The Initial Study found that potential impacts to air quality, biological resources, tribal/cultural resources, noise, as well as geology and soils require the implementation of mitigation measures to reduce impacts to a less than significant level. A Mitigated Negative Declaration is the appropriate document for this project and will be adopted concurrently with the Conditional Use Permit, Design Review Application, General Plan Amendment, Zone Change, and Tentative Parcel Map.

The vehicle fueling station and carwash 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.

5. Based on the Findings and Conclusions set forth above, the Planning Commission recommends the City Council approve Design Review Application (DRA 21-019). All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

Exhibit 1 includes the Site Plan

Exhibit 2 includes Conditions of Approval for DRA 21-019

Exhibit 3 includes the Mitigation Monitoring and Reporting Program

C. ADOPTION OF RESOLUTION.

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

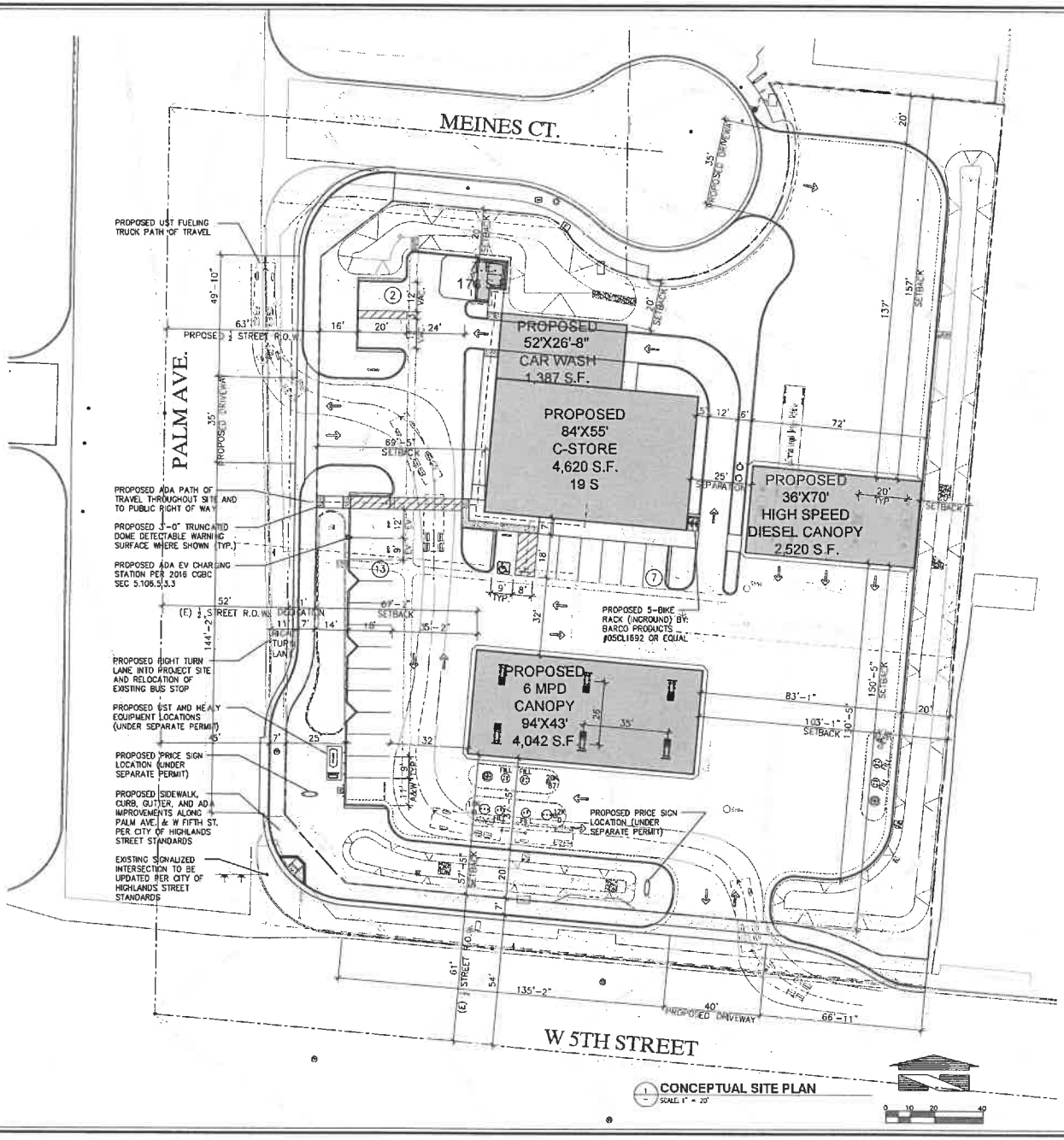
PASSED, **APPROVED,** AND **ADOPTED** this 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Site Plan



SITE DATA

ADDRESS:	NEC PALM AVE. & W. 5TH STREET HIGHLAND, CA 92346
APN:	1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14 1201-301-15, & 1201-301-19
LEGAL DESCRIPTION:	TRACT 3202 LOT 8 TRACT NO 3202 ROYAL PALMS TRACT NO 1 LOT 8 TOGETHER WITH THE VAC ALLEY TO THE EAST EX ST.
COUNTY:	SAN BERNARDINO
LOT SIZE:	EXISTING: 82,161 S.F. (±1.89 ACRES) PROPOSED: 79,748 S.F. (±1.83 ACRES)
BUILDING AREAS:	C-STORE: 4,620 S.F. CAR WASH: 1,387 S.F. 6 MPD CANOPY: 4,042 S.F. HIGH SPEED DIESEL CANOPY: 2,520 S.F. TRASH ENCLOSURE: 176 S.F.
BUILDING HEIGHT:	MAX HEIGHT: 45'-0"
SITE COVERAGE:	MAX FAR: 30%
CONSTRUCTION TYPE:	VB/NONSPRINKLERED
OCCUPANCY'S:	M
SPECIFIC PLAN:	N/A
EXISTING LAND USE:	VACANT LAND
PROPOSED LAND USE:	RETAIL / COMMERCIAL
EXISTING ZONE:	I - INDUSTRIAL
PROPOSED ZONE:	BP - BUSINESS PARK
SURROUNDING LAND USE AND ZONING:	NORTH: I - INDUSTRIAL SOUTH: I - INDUSTRIAL EAST: I - INDUSTRIAL WEST: BP - BUSINESS PARK
AIRPORT OVERLAY ZONE:	D - TRAFFIC PATTERN ZONE - LOW RISK LEVEL
PARKING REQUIREMENTS:	C-STORE STALLS: 4 SPACES / 1,000 S.F. (4,620 S.F. / 1,000 S.F.) X 4 = 19 TOTAL REQUIRED: 19 SPACES TOTAL PARKING PROVIDED: 22 (INCLUDED 1 ADA, 2 EVCS, AND 2 VAC/GUN)
LOT COVERAGE:	BUILDING: 12,745 S.F. (16%) LANDSCAPING: 23,271 S.F. (29%) IMPERVIOUS: 43,732 S.F. (55%) TOTAL: 79,748 S.F. (100%)
TREES:	NO TREES EXIST

UTILITIES

1. WATER — EAST VALLEY WATER DISTRICT, 31111 GREENSPOT ROAD, HIGHLAND, CA 92346, 909.889.9501
2. SEWER — EAST VALLEY WATER DISTRICT, 31111 GREENSPOT ROAD, HIGHLAND, CA 92346, 909.889.9501
3. GAS — SOUTHERN CALIFORNIA GAS CO., PO BOX 5201, REDLANDS, CA 92373-0795, 909.335.7772
4. ELECTRIC — SOUTHERN CALIFORNIA EDISON, 257 EUCALYPTUS STREET, REDLANDS, CA 92373, 909.307.6749
5. TRASH/WASTE — BURRTEC WASTE INDUSTRIES, INC., CITY OF HIGHLAND, 27215 BASE LINE STREET, HIGHLAND, CA 92346, 909.864.6732 (EXT. 271)

APPLICANT

VIRAJ PATEL
HARIKRISHNA GAS INC.
8202 BELLA VISTA DRIVE
RANCHO CUCAMONGA, CA 91701
PHONE: 909-999-6861
E-MAIL: virajpatel@gmail.com

OWNER

JEAN EDY MALLOCK
TRUSTEE OF EADY TRUST, C/O
PAULA HUMBERT
3300 PUNTA ALTA, #A
LAGUNA WOODS, CA 92637

ARCHITECT / EXHIBIT PREPARER

EMPIRE DESIGN GROUP, INC.
511 N MAIN STREET
LAKE ELSINORE, CA 92530
PHONE: (951) 676-1490
CELL PHONE: (951) 809-7601
E-MAIL: ghann@empiregr.biz
CONTACT: GREGORY HANN, ARCHITECT

PROJECT DESCRIPTION (SOW)

1. THE PROJECT INCLUDES (7) SEVEN PARCELS TOTALING APPROXIMATELY 1.88 GROSS ACRES.
2. PROPOSED C-STORE, WITH ATTACHED ROLL OVER CAR WASH.
3. PROPOSED 6 MPD FUELING CANOPY.
4. PROPOSED HIGH SPEED DIESEL CANOPY.
5. PROPOSED 22 PARKING SPACES INCLUDING: 2 VACUUM, 1 ADA, AND 2 EVCS.
6. OFFSITE IMPROVEMENTS CONSIST OF ONSITE PAVING, LANDSCAPE AREAS, SITE CIRCULATION, LANDSCAPING AND SITE LIGHTING.
7. OFFSITE IMPROVEMENTS CONSIST OF RIGHT OF WAY DEDICATION, NEW UTILITY CONNECTIONS, UPDATED ADA RAMPS AT INTERSECTION, SIDEWALK / CURB AND GUTTER, AND DRIVEWAY APPROACHES.
8. PROPOSED ZONE CHANGE TO BUSINESS PARK.

VICINITY MAP

EMPIRE DESIGN GROUP inc.
511 N Main St.
Lake Elsinore, CA 92530
951-676-1490
EmpireDesignGroup.biz

All ideas, designs and layouts shown on these drawings, individually or documents on electronic media are the property of empire design group, and are not intended to be used on any other project site and shall not otherwise be used for any purpose whatsoever without the written consent, and may not be reproduced or used without the written permission of empire design group.
All rights reserved

OWNER:

HARIKRISHNA GAS INC.

COMMERCIAL / RETAIL
NEC PALM AVE. & W 5TH ST.
HIGHLAND, CA 92346

ARCHITECT OF RECORD:
GREGORY S. HANN, AIA
511 N. MAIN STREET
LAKE ELSINORE, CA 92530
TEL: 951-606-1490
CELL: 951-805-7601
E-MAIL: ghann@empiregr.biz

SEAL:

Date: JUNE 13, 2022
Project Number: EDG#04774.01

NO.	DATE	REVISION DESCRIPTION

DESIGNED BY: GH
DRAWN BY: GH
CHECKED BY: GH

DRAWING TITLE:

ARCHITECTURAL CONCEPTUAL SITE PLAN / COVER PAGE

SHEET NO:

AS 1.0

Exhibit 2:

Conditions of Approval (DRA 21-019)

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	December 20, 2022
Applicant:	CHPT Highland 210 / Crow Holdings Industrial
File/Index:	Design Review Application (DRA 21-019)
Proposal:	The proposed site plan, building elevations, conceptual landscape plan, and grading plan for the development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store.
Location:	A 1.83 acre site at the northeast corner of Palm Avenue and 5th Street. Assessor's Parcel Number(s): 1192-631-01, -02, -03, -04, -05, -06, -15, -16, -17,-18, and -19.
Related Entitlements:	Conditional Use Permit (CUP 22-008), Tentative Parcel Map No. 19209 (TPM 22-006), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001)

PLANNING CONDITIONS OF APPROVAL

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

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

1. Design Review Application (DRA 21-019) shall become null and void:

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

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the community

development department no less than 30 calendar days nor more than 90 calendar days prior to the expiration date of the permit or approval. Such application shall be filed together with the City's processing fee, as established by the City Council.

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

2. The proposed Design Review entitlement includes approval of a Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan for the construction of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store on approximately 1.9 acres at the northeast corner of Palm Avenue and 5th Street as illustrated in the approved plans.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from public view. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment, but not to exceed an overall height of 35 feet.

16. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; Conditional Use Permit (CUP 22-008) and Tentative Parcel Map No. 19209 (TPM 22-006).

17. Submit a monument (corner statement) for the intersection of Palm Avenue and 5th Street. The corner statement shall incorporate design features such as stones, wrought iron accents, and a "City of Highland" logo/scripture. Final design shall be approved by the Planning Commission.

Landscaping

18. Applicant shall provide an overlay of traffic sight lines at all ingress/egress points on the landscape plan so that planting layout can be strategically balanced for screening and safety.

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

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

21. Applicant shall work with the City Landscape Architect to select additional trees for scale and shading of the sidewalk along both Palm Ave and 5th street that offer flowering color or other visual highlight.

22. Applicant shall add taller columnar species to background shrubs to break up landscape areas along property lines on east boundary.

23. Applicant shall collaborate with Planning, Engineering and Public Services to determine an optimal BMP strategy that will maximize opportunities for a proper landscape hierarchy of shade trees, accent trees, foundation, and screening shrubs, as well as accent groundcovers.

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

DATE : October 12, 2022

APPLICANT : Harikrishna Gas, Inc.

SITE LOCATION: NEC of Palm Ave and 5th Street

APN: 1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19

FILE / INDEX No.: CUP 22-008 DRA 22-010 GPA 22-001 TPM 22-006 ZC 22-001

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT'** designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone'** or '**Very High Fire Severity Zone'**. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

4. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

5. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

6. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

7. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

8. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

9. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

10. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

11. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

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

13. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

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

15. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

16. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

17. **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**

WATER:

19. **HF25:** Minimum required fire flow, as determined by i.s.o. formula, is as follows:
RESIDENTIAL; GPM =1500; at 20 psi residual; for 2 hour duration.
COMMERCIAL; GPM = 3000; at 20 psi residual; for 3 hour duration.
System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

20. **HF29:** Fire hydrant spacing shall be:
Commercial retail: 300 FEET
CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

21. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

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. **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:

25. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

FIRE PROTECTION & ALARM SYSTEMS:

26. **HF36:** Dependent on the results of the fire flow test available from the water department, automatic fire sprinklers may be required and 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**

27. **HF37:** If fire sprinklers are required, 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**

28. **HF39:** An automatic fixed fire extinguishing system (**UL-300**) shall be installed in the hood and duct system of commercial cooking equipment. Three **(3)** sets of shop plans with material cut sheets and calculations shall be submitted to fire department for review and approval prior to installation. **CFC**

29. **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**

30. **HF42:** A 40BC (K-Type) fire extinguisher shall be installed within 30 feet of commercial food heat-processing equipment. Fire extinguishers shall be serviced annually and shall have a current SFM service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC; T-19**

31. **HF43:** If required by CFC, 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**

32. **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.

33. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

34. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

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

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

Building and Safety Division Conditions of Approval

Date:	October 9, 2022
Applicant:	Harikrishna Gas, Inc.
Address of Applicant:	Unknown
Site Location:	Northeast Corner of Palm Ave. and 5th St.
Project #'s:	CUP 22-008, DRA 22-010, GPA 22-001, Map 19209 TPM 22-006, ZC 22-001
APN:	1201-311-02, 1201-311-03, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19

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) Plumbing Plans/Isometrics
   (3) Mechanical Plans
   (3) HVAC Duct Layout Plans
   (2) Roof and Floor Truss Plans (as Applicable)
   (2) Title 24 Energy Calculations or within the plan sheets
   (2) Soils Report
   (3) Precise Grading Plans
   * Grading, Photometric, or Landscape Plans:
   Please mark "FOR REFERENCE ONLY"
   (3) Site Disabled Access Plan
   (3) Temporary Fence Plan
   (1) Fire Flow Test (from EVWD)

2. All structures shall be designed in accordance with the current version of the California Building Codes, including the California Green Building Standards

Code. Design all structures to comply with Seismic Design Category D, wind speed 96 MPH, at exposure "C", and Energy Climate Zone 10.

3. 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)

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

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

6. Building and Safety does not release all meters until final approvals are obtained from all agencies and departments. Policy 295.

7. 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.

8. 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.

9. The Developer/Owner is responsible for the coordination of the building final and 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.

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

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 inspection, 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.

16. Prior to issuance of building permits, site-grading certifications, compaction reports, and survey report shall be submitted to Building and Safety and/or to Public Works, as applicable.

17. Identify the location of all utility meter locations and identify them as new service or an existing service connection.

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

19. All deferred plan items are to be identified on the plans cover sheet.

20. The building is to be connected to the public sewer system, when provided. A will serve letter and water availability letter shall be provided to Building & Safety prior to issuance. When the public system is not available, an onsite waste treatment 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.

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

22. Demolition of any onsite structures requires the following information or action.

    a. Submit copies of the property title at permit submittal.
    b. Provide copy of the hazardous materials survey (asbestos and lead) for each structure.
    c. Contact the City of Highland Public Services Division for current abatement and documentation requirements prior to performing demolition.

23. For the removal of fuel storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Fuel storage tank removal will require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.

24. Projects requiring County Health and/or San Bernardino Environmental Control, such as food services, Fuel tanks, or interceptors, need to obtain those permits and clearances prior to building permit issuance.

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

26. 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.

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

City of Highland

Engineering Department
Conditions of Approval
DRA 21-019, CUP 22-008, GPA 22-001, TPM 22-006, and ZC 22-001
Harikrishna Gas and Retail - NEC of Palm Avenue and 5th Street

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

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration basins and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the grading engineer to the City Engineer.

STREET IMPROVEMENT

City has entered into a public works contract with Granite Construction to complete new street improvements in accordance with the 3rd Street and 5th Street Corridors Improvement Project No. STR 18001 and these capital improvements are anticipated to be completed in the first quarter of calendar year 2024. Granite Construction has a performance bond in place for the completion of this work and in addition will be providing the City with a one-year warranty bond upon the completion of this work (the "Granite Public Work Contract").

To the extent that Granite Construction fails to complete the improvements in accordance with the Granite Public Work Contract and the City is unsuccessful in enforcing this Contract and/or using the bond proceeds to complete the Granite Construction contracted work, then Granite's bonding company, as a condition of the Project, shall construct the street improvements limited to the Project property frontage.

C* 14. Construct new street improvements along **5th Street** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 6'-wide interim sidewalk to join City Std 208 Type B sidewalk from 40' commercial drive approach.
c) Remove existing full height curb at proposed 40' commercial drive approach and construct 14' wide westbound right turn lane with asphalt pavement section of T.I.=10 along frontage of 5th Street between easterly ECR and westerly BCR.
d) One 40' commercial drive approach (per City Std. 213) 54' (easterly BCR) to 54' (westerly ECR) north of centerline. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Restripe existing westbound bike lane across proposed 40' commercial drive approach as directed by the City Engineer.
f) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-e above and as approved by the City Engineer.

C* 15. Construct new street improvements along **Palm Avenue** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Join existing catch basin 45' east of Palm Avenue centerline and construct 8" curb and gutter per City Std 203.
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) Construct northbound on Palm Avenue a modified 11'-wide dedicated right turn lane per City Std 111.
e) Restripe existing northbound vehicle lanes and 4'-wide Class II bike lane across the proposed dedicated right turn lane as directed by the City Engineer.
f) One 35' commercial drive approach (per City Std. 213) 56' east of centerline per the proposed site plan. Minimum driveway width for vehicle parking ingress/egress is 26'.
g) Construct 35' radius curb return sidewalk ramp per City Std. 207B at SEC of Palm Avenue and Meines Court.
h) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-g above and as approved by the City.

C* 16. Construct new street improvements along **Meines Court** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Construct new asphalt concrete pavement with class II aggregate base improvements to centerline (T.I.=8) asphalt concrete pavement with class II aggregate base. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) One 40' commercial drive approach (per City Std. 213) at end of cul-de-sac per the proposed site plan. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-d above and as approved by the City.

E 17. Submit engineering plans for street improvements and signing & striping to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

E* 18. Relocate OmniTrans bus stop as directed by City Engineer and OmniTrans.

C 19. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 20. Install new LS-3 metered street light system along the project frontage of Palm Avenue. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire

on a marbelite pole with types and at the location and power source specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C 21. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer.

C 22. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 23. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

E 24. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices approved at time of C-WQMP approval, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

25. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP .

C 26. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"*I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge.*"

C* 27. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed infiltration basins to fronting streets as necessary.

B 28. At the infiltration basins proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 29. Register the underground chambers with EPA as a Class V Injection Well.

E 30. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 31. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 32. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown the street and storm drain improvement checklist.

MAP/DEDICATION/ ANNEXATION

C* 33. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along 5th Street, Palm Avenue and Meines Court. 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.

A 34. Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the Palm Avenue, 5th Street, and Meines Court frontages, in addition to the required street right-of-way half street width for said streets, and sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer, (2) additional right-of-way for a northbound Palm Avenue dedicated right turn lane and taper per City Standard 111, and (3) a temporary landscape easement granting permission for the City to enter the property to restore landscaping affected by the City's CIP project. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

E* 35. Offer a temporary construction easement granting permission for the City and its contractor (Granite) to enter the property to construct CIP str18001 improvements. The exact location, dimensions and lifetime of the temporary construction easement will be determined by the City Engineer.

A 36. Dedicate corner property line cutoffs for all corner lots in accordance with City standards.

B 37. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 38. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing

original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 39. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

E 40. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.

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

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

A 43. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

A 44. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.

A 45. Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

E 46. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 47. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 48. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C 49. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 50. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 51. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 52. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 53. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 54. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 55. Design and construct a trash enclosure per City Standard 700.

C 56. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 57. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

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Exhibit 3:

Mitigation Monitoring and Reporting Program

CITY OF HIGHLAND
HARIKRISHNA COMMERCIAL/RETAIL DEVELOPMENT PROJECT

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-1 The Applicant shall obtain a tree removal permit from the Highland Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. The permit shall be obtained prior to removal of any trees during construction.	A copy of the construction contract including this aesthetics measure shall be retained in the project file, as should a copy of the tree removal permit. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Aesthetics		
AES-2 Prior to approval of the Final Design, an analysis of potential glare from sunlight or exterior lighting to impact vehicles traveling on adjacent roadways shall be submitted to the City for review and approval. This analysis shall demonstrate that due to building orientation, light configuration, or exterior treatment, no significant glare may be caused that could negatively impact drivers on the local roadways or impact adjacent land uses. If potential glare impacts are identified, the building orientation, use of non-glare reflective materials or other design solutions acceptable to the City of Highland shall be implemented to eliminate glare impacts.	The glare analysis shall be prepared prior to completion of Final Design. The measures required to eliminate glare impacts shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the glare analysis and construction contract including this aesthetics measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the aesthetics measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-1 Fugitive Dust Control. The following measures shall be incorporated into project plans and specifications for implementation: • Apply soil stabilizers or moisten inactive areas. • Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day). • Cover all stock piles with tarps at the end of each day or as needed. • Provide water spray during loading and unloading of earthen materials. • Minimize in-out traffic from construction zone. • Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard. • Sweep streets daily if visible soil material is carried out from the construction site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-2 Exhaust Emissions Control. The following measures shall be incorporated into project plans and specifications for implementation: • Utilize well-tuned off-road construction equipment. • Establish a preference for contractors using Tier 3 or better heavy equipment. • Enforce 5-minute idling limits for both on-road trucks and off-road equipment.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-3 Provide incentives for vendors and material delivery trucks that would be visiting the hotel to encourage the use of zero-emission or near-zero emission heavy-duty trucks during operation, such as trucks with natural gas engines that meet CARB's adopted optional NOx emissions standard of 0.02 grams per brake horsepower-hour (g/bhp-hr). At a minimum, incentivize the use of 2010 model year or newer engines that meet CARB's 2010 engine emission standards of 0.01 g/bhp-hr for particulate matter (PM) and 0.20 g/bhp-hr of NOx emissions or newer, cleaner trucks.	This measure shall be implemented ongoing during operation.	Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-4 Provide electric vehicle (EV) charging stations for the restaurant uses where feasible. If feasible, at least 5% of all vehicle parking spaces shall include EV charging stations, or at a minimum, require the Proposed project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided at the onsite truck stop for truckers to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction. This measure shall be demonstrated once the facility is in operation.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-5 Maximize the use of solar energy including solar panels. Installing the maximum possible number of solar energy arrays on the building roofs and/or on the Proposed project site to generate solar energy for the facility and/or EV charging stations.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-6 Require the use of electric landscaping equipment, such as lawn mowers and leaf blowers.	This measure shall be implemented ongoing during operation.	The Applicant shall provide documentation to the City that their landscape provider utilizes such equipment. Verification of compliance with this measure shall be based on City inspection. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-7 Require use of electric or alternatively fueled sweepers with HEPA filters.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-8 Maximize the planting of trees in landscaping and parking lots consistent with water availability.	This measure shall be completed prior to finalization of design, and shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the final landscape design and construction contract including this measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality AIR-9 Use light colored paving and roofing materials.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Air Quality		
AIR-10 Utilize only Energy Star heating, cooling, and lighting devices, and appliances.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this air mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the air quality measure has been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-1 A Pre-construction Burrowing Owl Survey shall be conducted by a qualified biologist at least 3 days prior to any ground disturbing activities, at any time of year. Surveys shall be completed following the recommendations and guidelines provided within the Staff Report on Burrowing Owl Mitigation (CDFG, March 2012) or most recent version by a qualified biologist. If an active burrowing owl burrow is detected within any Project disturbance area, or within a 500-foot buffer of the disturbance area, a 300-foot radius buffer zone surrounding the burrow shall be flagged, and no impacts to soils or vegetation or noise levels above 65 dBA shall be permitted while the burrow remains active or occupied. Disturbance-free buffers may be modified based on site-specific conditions in consultation with CDFW. The qualified biologist shall monitor active burrows daily and will increase buffer sizes as needed if owls show signs of disturbance. If active burrowing owl burrows are located within any work area and impact cannot be avoided, a qualified biologist shall submit a burrowing owl exclusion plan to CDFW for review and approval. The burrowing owl exclusion plan shall include permanent compensatory mitigation consistent with the recommendations in the Staff Report on Burrowing Owl Mitigation such that the habitat acreage, number of burrows and burrowing owls impacted are replaced. Passive relocation shall take place outside the nesting season (1 February to 31 August).	This measure shall be implemented at least 3 days prior to ground disturbing activities associated with construction.	A copy of the preconstruction survey shall be documented and retained in the project file. A notation stating whether the burrowing owl is present or absent from the site shall be included in the file. If a burrowing owl exclusion plan must be prepared, the plan shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Biological Resources		
BIO-2 Nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).	Construction shall occur outside of the nesting season or a copy of the field survey documenting no nesting birds shall be completed prior to initiating construction within the nesting season.	City personnel shall document the dates of construction. If construction is proposed to occur within the nesting season, a copy of the field survey documenting the absence of nesting birds shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Any response to exposed resources shall occur during construction. Any reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City and YSMN shall be notified within 24-hours of accidental exposure of any cultural resources. A copy of initial findings shall be provided to the City and YSMN and shall be retained in the project file. A copy of the final report shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources		
CUL-3 If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	Any response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Departments	

Mitigation Measure	Implementation Schedule	Verification
Cultural Resources CUL-4 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.	This measure shall be implemented during construction if human remains are exposed during construction	The City shall retain all records of the discovery and management actions taken in regard to human remains in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-1 The site developer shall incorporate the seismic design coefficients provided in Appendix 7a in the design of structures that serve humans at the project site. The goal is to incorporate design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the project site for future cleanup.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the project is being constructed.	This measure shall be included in the construction contract as a contract specification and implemented by the contractor during construction.	A copy of the construction contract including this geology/soils mitigation measure shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the geology/soils measures have been implemented as required in these measures. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Geology and Soils GEO-5 If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the discovery from further potential damage, and a county or city-qualified paleontologist shall be consulted to assess the discovery. If the discovery is determined to be significant by the paleontologist, an MMRP shall be initiated, which will include notification of appropriate personnel involved and monitoring of earth disturbance activities. 1. Monitoring of mass grading and excavation activities in areas identified as likely to contain paleontological resources shall be performed by a qualified paleontologist or paleontological monitor. Monitoring will be conducted full-time in areas of grading or excavation in undisturbed sedimentary deposits. 2. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays. The monitor must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or, if present, are determined on exposure and examination by qualified paleontological personnel to have low potential to contain fossil resources. The monitor shall notify the project	Any response to exposed paleontological resources shall occur during construction. Any reports, including the MMRP, documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	The City shall be notified within 24-hours of accidental exposure of any paleontological resources. A copy of initial findings shall be provided to the City and retained in the project file. A copy of the MMRP and final report shall be retained in the project file.

Mitigation Measure	Implementation Schedule	Verification
paleontologist, who will then notify the concerned parties of the discovery. 3. Paleontological salvage during trenching and boring activities is typically from the generated spoils and does not delay the trenching or drilling activities. Fossils will be collected and placed in cardboard flats or plastic buckets and identified by field number, collector, and date collected. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. On mass grading projects, discovered fossil sites will be protected by flagging to prevent them from being overrun by earthmovers (scrapers) before salvage begins. Fossils will be collected in a similar manner, with notes and photographs being taken before removing the fossils. Precise location of the site is determined with the use of handheld GPS units. If the site involves remains from a large terrestrial vertebrate, such as large bone(s) or a mammoth tusk, that is/are too large to be easily removed by a single monitor, a fossil recovery crew shall excavate around the find, encase the find within a plaster and burlap jacket, and remove it after the plaster is set. For large fossils, use of the contractor's construction equipment may be solicited to help remove the jacket to a safe location. 4. Isolated fossils will be collected by hand, wrapped in paper, and placed in temporary collecting flats or five-gallon buckets. Notes will be taken on the map location and stratigraphy of the site, which will be photographed before it is vacated, and the fossils are removed to a safe place. 5. Particularly small invertebrate fossils typically represent multiple specimens of a limited number of organisms, and a scientifically suitable sample can be obtained from one to several five-gallon buckets of fossiliferous sediment. If it is possible to dry screen the sediment in the field, a concentrated sample may consist of one or two buckets of material. For vertebrate fossils, the test is usually the observed presence of small pieces of bones within the sediments. If present, multiple five-gallon buckets of sediment can be collected and returned to a separate facility to wet-screen the sediment. 6. In accordance with the "Microfossil Salvage" section of the Society of Vertebrate Paleontology guidelines (2010:7), bulk sampling and screening of fine-grained sedimentary deposits (including carbonate-rich paleosols) must be performed if the deposits are identified to possess indications of producing fossil "microvertebrates" to test the feasibility of the deposit to yield fossil bones and teeth.		

Mitigation Measure	Implementation Schedule	Verification
7. In the laboratory, individual fossils will be cleaned of extraneous matrix, any breaks will be repaired, and the specimen, if needed, will be stabilized by soaking in an archivally approved acrylic hardener (e.g., a solution of acetone and Paraloid B-72). 8. Recovered specimens are prepared to a point of identification and permanent preservation (not display), including screen-washing sediments to recover small invertebrates and vertebrates. Preparation of individual vertebrate fossils is often more time-consuming than for accumulations of invertebrate fossils. 9. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the San Bernardino County Museum) shall be conducted. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. Prior to curation, the lead agency (e.g., the City of Highland) will be consulted on the repository/museum to receive the fossil material. 10. A final report of findings and significance will be prepared, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location(s). The report, when submitted to, and accepted by, the appropriate lead agency, will signify satisfactory completion of the project program to mitigate impacts to any potential nonrenewable paleontological resources (i.e., fossils) that might have been lost or otherwise adversely affected without such a program in place.		

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Hazards and Hazardous Materials HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the project development.	These measures shall be identified in the project Stormwater Pollution Prevention Plan (SWPPP) and implemented during construction.	A copy of the SWPPP shall be retained in the project file. Verification of implementation shall be based on field inspections by City inspection personnel that verify the SWPPP BMPs have been implemented as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Noise NOI-1 The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure	Implementation Schedule	Verification
Noise NOI-2 Equipment not in use for five minutes shall be shut off.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-3	Equipment shall be maintained and operated such that loads are secured from rattling or banging.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-4	Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

\Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-5	Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-6	No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Noise			
NOI-7	Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the project. The public notice shall encourage the adjacent residents to contact the supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint..	This measure shall be implemented during construction and included in the contract with the construction contractor.	City personnel shall verify that construction activities comply with this requirement. The verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Building & Safety Department	

Mitigation Measure		Implementation Schedule	Verification
Transportation			
TRAN-1	The project shall be required to contribute its fair share to installing signals at the following intersections under the jurisdiction of the City of Highland: • Sterling Avenue at 6th Street • Victoria Avenue at 6th Street • Central Avenue at 3rd Street The Cities shall determine the appropriate timing in which to install a signal at the above intersections based on actual peak hour operations, engineering judgement and signal peak hour warrant analyses.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Transportation		
TRAN-2 The project shall be required to contribute its fair share towards the deficient roadway segments and intersections identified in the AGSP EIR. Fair share contribution shall be contributed in the following manners: • Fair share contribution shall be tabulated as a percentage of the total project cost ($3,465,119) that shall be based on the square footage of a given future project in relation to the allowable square footage within the AGSP Planning Area. Thus, for this project, which would contribute 12,745 SF of building area to the Planning Area, the project's fair share would be a contribution of 0.139% (equal to $4,800.59) of the total fair share cost for Planning Area related traffic.	The fair share contributions shall be submitted to the City prior to issuance of City entitlements.	A copy of the receipt for fair share contribution shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in MM CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural 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 response to exposed resources shall occur during construction. The Monitoring and Treatment Plan shall be developed if pre-contact cultural resources are located. Reports documenting management and findings for accidentally exposed resources shall be completed within one year of the discovery.	A copy of the Monitoring and Treatment Plan shall be retained in the project file, as should reports of the findings. Verification of implementation shall be based on field inspections by City inspection personnel that verify the archaeological monitoring program is being implemented by the contractor as required in this measure. Field notes documenting verification shall be retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Public Works Department	

Mitigation Measure	Implementation Schedule	Verification
Tribal Cultural Resources		
TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to The Yuhaaviatam of San Manuel Nation (YSMN). The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	This measure shall be implemented as the reports are finalized.	Correspondence verifying documentation that each report has been received by the Applicant, Lead Agency, and YSMN shall be provided to the City and retained in the project file.

Source	Responsible Party	Status / Date / Initials
Initial Study	City of Highland Planning and Public Works Department	

Attachment 6:

Resolution No. 2023-____ for
Tentative Parcel Map No. 19209 (TPM 22-006)

RESOLUTION NO. 2023-____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP NO. 19209 (TPM 22-006) TO MERGE SEVEN (7) EXISTING PARCELS INTO ONE (1) PARCEL IN ASSOCIATION WITH CONDITIONAL USE PERMIT (CUP 22-008), DESIGN REVIEW APPLICATION (DRA 21-019), GENERAL PLAN AMENDMENT (GPA 22-001), AND ZONE CHANGE (ZC 22-001) TO DEVELOP A 4,042 SQUARE FOOT FUEL CANOPY FOR SIX (6) GASOLINE PUMPS, A 2,520 SQUARE FOOT FUEL CANOPY FOR THREE (3) DIESEL PUMPS, A 1,387 SQUARE FOOT AUTOMATED CARWASH, AND A 4,620 SQUARE FOOT CONVENIENCE STORE AT THE NORTHEAST CORNER OF PALM AVENUE AND 5TH STREET.

ASSESSOR'S PARCEL NUMBERS:

1201-301-14, -15, -19, and 1201-311-02, -03, -04, -05

APPLICANT: HARIKRISHNA GAS, INC.

A. RECITALS

1. On October 10, 2022, the Applicant submitted an application for Tentative Parcel Map No. 19209 (TPM 22-006) to consolidate the seven (7) existing parcels associated with the development consisting of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store at the northeast corner of Palm Avenue and 5th Street. Related entitlements include Conditional Use Permit (CUP 22-008), Design Review Application (DRA 21-019), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001).

2. The proposed project is contingent upon the approval of General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001) to change the land use and zoning designation from Industrial (I) to Business Park (BP) which will require the approval of a Conditional Use Permit for the establishment of a vehicle fueling station and carwash.

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the March 21, 2023 public hearing.

4. On March 21, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated March 21, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

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

3. Tentative Parcel Map No. 19209 (TPM 22-006) proposes to merge seven (7) lots into one (1) on approximately 1.83 acres.

4. A duly noticed public hearing was held by the Planning Commission on March 21, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Tentative Parcel Map No. 19209 (TPM 22-006) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.

6. Tentative Parcel Map No. 19209 (TPM 22-006) complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

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

8. Findings of Fact for Tentative Parcel Map No. 20584 (TPM 22-005):

   Based on the Findings below and contingent on the City Council's approval of General Plan Amendment (GPA 22-001), the Planning Commission herby finds:

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

Response: The proposed project is proposed on a 1.83 acre site that consists of seven (7) existing parcels. The merging of these seven (7) parcels into one (1) is consistent with the design criteria of the General Plan's 5th Street Corridor, Goal 2.13, Policies 1-9, encouraging the consolidation of parcels to promote a quality, planned development and reducing curb cuts and access points along 5th Street to improve traffic flow. The consolidation of the parcels will also develop six (6) vacant parcels as part of a single, light-industrial development, as envisioned by the General Plan.

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

Response: It meets Goal 2.5 to, "promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character" and Goal 2.13 to, "transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport." It is not located within a Specific Plan area.

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

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

Response: The project site is appropriate for a vehicle fueling stations and carwash as it combines seven (7) parcels for a total of 1.83 acres. It is relatively flat and consists of six (6) vacant parcels and one (1) previously used as a contractor's storage facility. The equipment on the site will be removed prior to the start of construction. There are no geographic or man-made impediments to the development of a warehouse on this site. There are utilities available within the adjacent right-of-way and drainage is good for on-site water retention and water quality treatment.

There is passenger vehicle access to and from 5th Street to the south and Palm Avenue to the west. There will be solely diesel truck access from Meines Court to the north, exiting onto 5th Street to the south. It is also located within a one (1) mile of the San Bernardino Airport and one (1) mile of the 210 Freeway.

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

Response: Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for just 16%. It meets the minimum lot size, lot width and dept as well as required building setbacks and landscape coverage.

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

Response: The site itself is currently zoned for Industrial (I) uses but will be rezoned to Business Park (BP) with the approval of Zone Change (ZC 22-001). The 5th Street Corridor is in transition from its older, contractor storage type uses to more commercial/light-industrial airport-related uses that align with the vision for the future Airport Gateway Specific Plan. The consolidation of seven (7) existing parcels into one (1) for this development will not harm fish, wildlife or their habitat. There are no endangered or protected animals onsite.

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

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

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

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

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

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

11. Based on the Findings and Conclusions set forth above, the Planning Commission approves Tentative Parcel Map No. 19209 (TPM 22-006) to merge seven (7) parcels into one (1) for this fueling station and carwash development, subject to the Conditions of Approval attached hereto and incorporated by reference:

Exhibit 1 includes Tentative Parcel Map No. 19209

Exhibit 2 includes Conditions of Approval for TPM 22-006

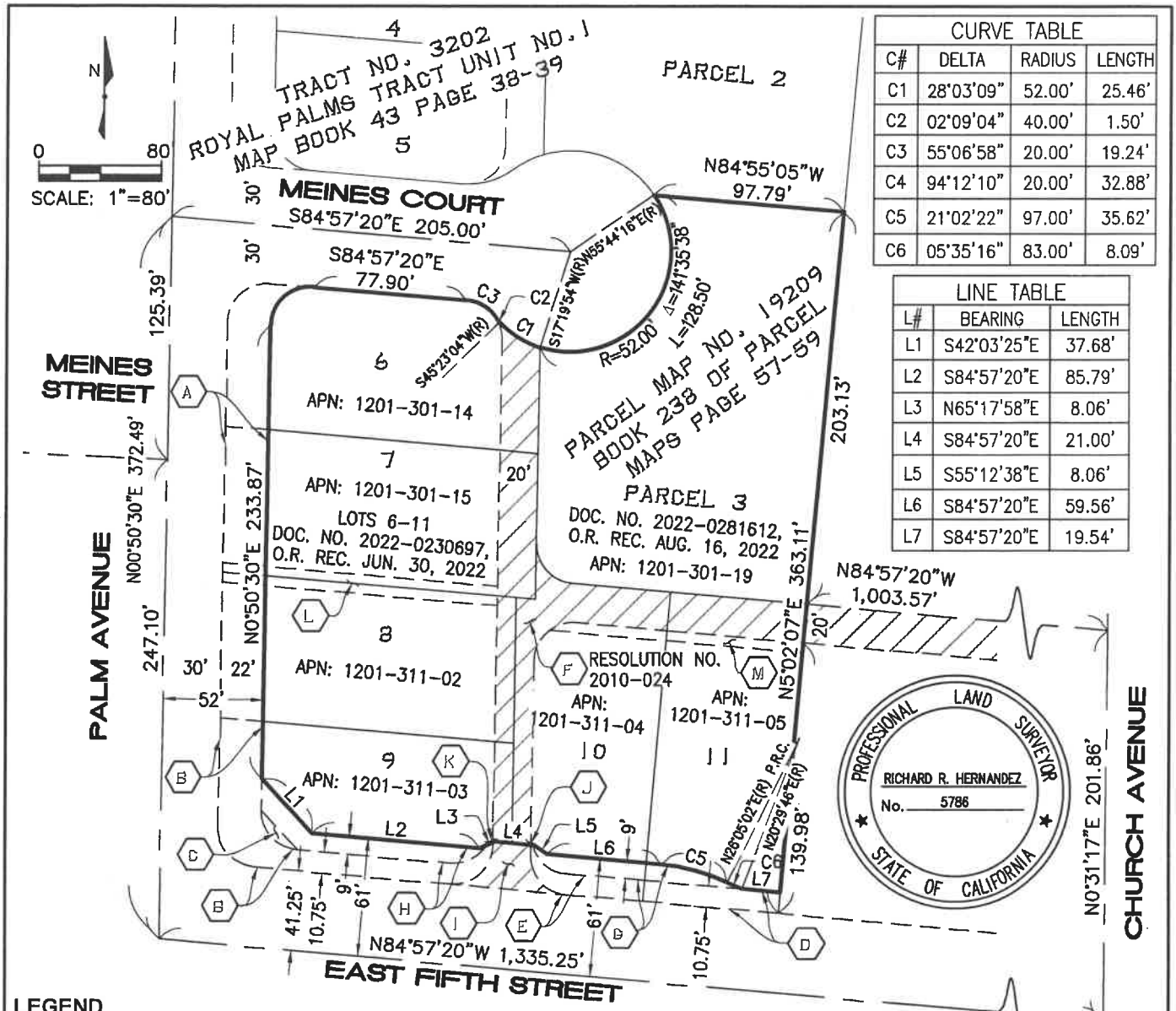
PASSED, **APPROVED,** AND **ADOPTED** this 21st day of March, 2023

ATTEST:

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

Exhibit 1:

Tentative Parcel Map No. 19209



CURVE TABLE			
C#	DELTA	RADIUS	LENGTH
C1	28°03'09"	52.00'	25.46'
C2	02°09'04"	40.00'	1.50'
C3	55°06'58"	20.00'	19.24'
C4	94°12'10"	20.00'	32.88'
C5	21°02'22"	97.00'	35.62'
C6	05°35'16"	83.00'	8.09'

LINE TABLE		
L#	BEARING	LENGTH
L1	S42°03'25"E	37.68'
L2	S84°57'20"E	85.79'
L3	N65°17'58"E	8.06'
L4	S84°57'20"E	21.00'
L5	S55°12'38"E	8.06'
L6	S84°57'20"E	59.56'
L7	S84°57'20"E	19.54'

LEGEND

- CENTERLINE (℄)
- EXISTING PARCEL LINES
- OLD LOT LINES
- NEW PARCEL LINE
- VACATED ALLEY

(A) INST. NO. 80-032744, O.R. REC. FEB. 07, 1980
(B) INST. NO. 80-233039, O.R. REC. OCT. 07, 1980
(C) DOC. NO. 2002-0541153, O.R. REC. OCT. 10, 2002
(D) DOC. NO. 2003-0069669, O.R. REC. FEB. 03, 2003
(E) DOC. NO. 2003-0069670, O.R. REC. FEB. 03, 2003
(F) DOC. NO. 2010-0304441, O.R. REC. JUL. 29, 2010
(G) DOC. NO. 2017-0542564, O.R. REC. DEC. 21, 2017
(H) DOC. NO. 2017-0542565, O.R. REC. DEC. 21, 2017
(I) DOC. NO. 2017-0542566, O.R. REC. DEC. 21, 2017
(J) DOC. NO. 2017-0542567, O.R. REC. DEC. 21, 2017
(K) DOC. NO. 2017-0542568, O.R. REC. DEC. 21, 2017
(L) EASEMENT DEED BK. 2209 PG. 123 O.R. REC. APR. 08, 1948
(M) EASEMENT DEED BK. 2114 PG. 328 O.R. REC. JAN. 28, 1948

NEW PARCEL AREA: ±1.89 AC
±82,148 SF

SHEET 1 OF 1

CITY OF HIGHLAND

5TH STREET & PALM AVENUE

Hernandez, Kroone & Associates
Engineers & Land Surveyors
HQ: 234 East Drake Drive, San Bernardino, CA 92408
PHONE: 909-884-3222 ▲ info@hkagroup.com

APN 1201-311-02, 1201-311-03, 1201-311-04, 1201-311-05, 1201-301-14, 1201-301-15, 1201-301-19

LAND SURVEYOR: RICHARD HERNANDEZ, PE, PLS

LS NO. 5786

DATE: 09/08/22

EXHIBIT "B"

Exhibit 2:

Conditions of Approval (TPM 22-006)

PLANNING DIVISION CONDITIONS OF APPROVAL

Date:	March 21, 2023
Applicant:	Harikrishna Gas, Inc
File/Index:	Tentative Parcel Map No. 19209 (TPM 22-006)
Proposal:	The consolidation of seven (7) existing parcels into one (1) as part of the development of a 4,042 square foot fuel canopy for six (6) gasoline pumps, a 2,520 square foot fuel canopy for three (3) diesel pumps, a 1,387 square foot automated carwash, and a 4,620 square foot convenience store.
Location:	A 1.83 acre site at the northeast corner of Palm Avenue and 5th Street. Assessor's Parcel Number(s): 1192-631-01, -02, -03, -04, -05, -06, -15, -16, -17,-18, and -19.
Related Entitlements:	Conditional Use Permit (CUP 22-008), Design Review Application (DRA 21-019), General Plan Amendment (GPA 22-001) and Zone Change (ZC 22-001)

PLANNING CONDITIONS OF APPROVAL

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

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

1. Tentative Parcel Map No. 19209 (TPM 22-006) shall become null and void:

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

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

expiration of the tentative parcel map. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on March 21, 2023.

3. Tentative Parcel Map No. 19209 (TPM 22-006) approves the merging of seven (7) parcels into one (1) parcel. The site is approximately 1.83 acres.

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

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

6. The site will be re-zoned from Industrial (I) to Business Park (BP) and all future development shall occur in accordance with the zone and all other related Highland Municipal Code provisions.

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

8. The Applicant/Owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective.

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

10. Prior to recordation of the parcel map, the new legal description and parcel map shall be submitted for review and approval with the Engineering Division. Prior to recordation of the map the owner/applicant shall pay all plan check fees.

11. Notice of this parcel map shall be filed will the county of San Bernardino and proof of recordation of the deed or record of survey shall be provided to the Engineering Division within one (1) year of approval of this parcel map.

City of Highland

Engineering Department
Conditions of Approval
DRA 21-019, CUP 22-008, GPA 22-001, TPM 22-006, and ZC 22-001
Harikrishna Gas and Retail - NEC of Palm Avenue and 5th Street

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

SOILS/ GRADING/ DRAINAGE

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer

E 3. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 4. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration basins and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the grading engineer to the City Engineer.

STREET IMPROVEMENT

City has entered into a public works contract with Granite Construction to complete new street improvements in accordance with the 3rd Street and 5th Street Corridors Improvement Project No. STR 18001 and these capital improvements are anticipated to be completed in the first quarter of calendar year 2024. Granite Construction has a performance bond in place for the completion of this work and in addition will be providing the City with a one-year warranty bond upon the completion of this work (the "Granite Public Work Contract").

To the extent that Granite Construction fails to complete the improvements in accordance with the Granite Public Work Contract and the City is unsuccessful in enforcing this Contract and/or using the bond proceeds to complete the Granite Construction contracted work, then Granite's bonding company, as a condition of the Project, shall construct the street improvements limited to the Project property frontage.

C* 14. Construct new street improvements along **5th Street** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) 6'-wide interim sidewalk to join City Std 208 Type B sidewalk from 40' commercial drive approach.
c) Remove existing full height curb at proposed 40' commercial drive approach and construct 14' wide westbound right turn lane with asphalt pavement section of T.I.=10 along frontage of 5th Street between easterly ECR and westerly BCR.
d) One 40' commercial drive approach (per City Std. 213) 54' (easterly BCR) to 54' (westerly ECR) north of centerline. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Restripe existing westbound bike lane across proposed 40' commercial drive approach as directed by the City Engineer.
f) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-e above and as approved by the City Engineer.

C* 15. Construct new street improvements along **Palm Avenue** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Join existing catch basin 45' east of Palm Avenue centerline and construct 8" curb and gutter per City Std 203.
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) Construct northbound on Palm Avenue a modified 11'-wide dedicated right turn lane per City Std 111.
e) Restripe existing northbound vehicle lanes and 4'-wide Class II bike lane across the proposed dedicated right turn lane as directed by the City Engineer.
f) One 35' commercial drive approach (per City Std. 213) 56' east of centerline per the proposed site plan. Minimum driveway width for vehicle parking ingress/egress is 26'.
g) Construct 35' radius curb return sidewalk ramp per City Std. 207B at SEC of Palm Avenue and Meines Court.
h) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-g above and as approved by the City.

C* 16. Construct new street improvements along **Meines Court** project frontage including, but not limited to:

a) Parkway landscape improvements.
b) Construct new asphalt concrete pavement with class II aggregate base improvements to centerline (T.I.=8) asphalt concrete pavement with class II aggregate base. Design the limits and extent of removal of existing improvements, and construction of transitional improvements, as directed by the City Engineer
c) 6'-wide curb adjacent sidewalk per City Std 208 Type B.
d) One 40' commercial drive approach (per City Std. 213) at end of cul-de-sac per the proposed site plan. Minimum 40' driveway width for trucking ingress/egress is 40'.
e) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-d above and as approved by the City.

E 17. Submit engineering plans for street improvements and signing & striping to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

E* 18. Relocate OmniTrans bus stop as directed by City Engineer and OmniTrans.

C 19. Design and construct public improvements including sidewalk, driveway approaches and access ramps, as needed, in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 20. Install new LS-3 metered street light system along the project frontage of Palm Avenue. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire

on a marbelite pole with types and at the location and power source specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C 21. Install traffic control signs and pavement markings, with locations and types approved by the City Engineer.

C 22. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALTIY/ DRAINAGE

E 23. Obtain approval by the City Engineer of a Final Water Quality Management Plan (F-WQMP), prepared in accordance with the City's National Pollutant Discharge Elimination System (NPDES) permit requirements in effect at the time the Conceptual Water Quality Management Plan was approved unless subsequent City NPDES permits require otherwise. The F-WQMP shall (1) be prepared, signed, and sealed by a licensed Civil Engineer, (2) include Site Design Low Impact Development and Source Control Best Management Practices (BMPs) appropriate for residential development, (3) include a BMP implementation, operation, and funding mechanism, and (4) be certified by the property owner. The property owner shall also enter into a Stormwater BMP Transfer, Access, and Maintenance Agreement with the City on standard City form. Include a copy of the recorded agreement in the F-WQMP. Construct BMPs in accordance with the approved F-WQMP.

E 24. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, underground infiltration system, pretreatment devices approved at time of C-WQMP approval, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

25. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP .

C 26. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 27. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed infiltration basins to fronting streets as necessary.

B 28. At the infiltration basins proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 29. Register the underground chambers with EPA as a Class V Injection Well.

E 30. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 31. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 32. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Comply with the City design standards as shown the street and storm drain improvement checklist.

MAP/DEDICATION/ ANNEXATION

C* 33. Apply to the City to annex the project into the City's Consolidated Landscape Maintenance District (LMD) for potential City maintenance of parkway and frontage landscaping along 5th Street, Palm Avenue and Meines Court. 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.

A 34. Dedicate an irrevocable offer of dedication, (1) a 10-foot wide minimum landscape easement across the Palm Avenue, 5th Street, and Meines Court frontages, in addition to the required street right-of-way half street width for said streets, and sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer, (2) additional right-of-way for a northbound Palm Avenue dedicated right turn lane and taper per City Standard 111, and (3) a temporary landscape easement granting permission for the City to enter the property to restore landscaping affected by the City's CIP project. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

E* 35. Offer a temporary construction easement granting permission for the City and its contractor (Granite) to enter the property to construct CIP str18001 improvements. The exact location, dimensions and lifetime of the temporary construction easement will be determined by the City Engineer.

A 36. Dedicate corner property line cutoffs for all corner lots in accordance with City standards.

B 37. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 38. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing

original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

A 39. Include an Improvement Certificate/Statement on the Parcel Map in accordance with Section 66411.1 of the Subdivision Map Act.

FEES/ PERMITS/ BONDING

E 40. Pay appropriate Engineering fees for district annexation, plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.

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

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

A 43. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

A 44. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.

A 45. Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

E 46. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 47. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 48. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C 49. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 50. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 51. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 52. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 53. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 54. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 55. Design and construct a trash enclosure per City Standard 700.

C 56. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 57. Submit a Composite Utility Plan 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.

SUMMARY: The City of Highland is satisfactorily implementing its General Plan as illustrated in the attached "General Plan Implementation – Annual Review Tables for 2022." The Implementation Table is a work in progress and is updated throughout the year.

HCD requires a separate template for the Housing Element. Information in this report assists the State in tracking affordability and infill development.

Attachments: 2022 General Plan Implementation Annual Report &
2022 Housing Element Annual Progress Report

STAFF REPORT

TO THE PLANNING COMMISSION

DATE: March 21, 2023

FROM: Lawrence A. Mainez, Community Development Director

PREPARED BY: Kim Stater, Assistant Community Development Director

SUBJECT: Review of the City's 2022 General Plan Implementation and Housing Element Annual Reports in accordance with Government Code Sections 65400 and 65588.

RECOMMENDATION: Staff recommends the Planning Commission receive and file the 2022 General Plan and Housing Element Annual Reports.

FISCAL IMPACT: The fiscal impact includes staff time to prepare the report.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per City Council Resolution and on the City's website.

BACKGROUND: The City's General Plan includes a comprehensive, long-term plan for the physical development of both the City and any land outside the City's boundaries that the City determines relates to its Planning. The General Plan contains ten (10) Elements: Land Use, Circulation, Public Services and Facilities, Conservation Open Space, Public Health, Safety & Environmental Justice, Noise, Housing, Economic Development, Community Design and Airport.

California Government Code Sections 65400 and 65588(a) require that a legislative body provide an annual review of its General Plan and separately its Housing Element and submit them to the Office of Planning and Research (OPR) and the Department of Housing and Community Development (HCD) no later than April 1st of each year. The reporting criteria include the status of the Plan, progress in its implementation, progress in meeting its share of regional housing needs, and local efforts to remove governmental constraints.

The attached Reports provide a brief response to each of the program descriptions and objectives cited in the General Plan Elements.

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

Secretary

Community Development Director

ATTACHMENT 1

2022 General Plan Implementation Annual Report

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
Chapter 2 – Land Use Element				
Land Use	GOAL 2.1 Create opportunities for a diverse population to interact, exchange ideas, and establish and realize common goals as a unified community.			
		1) Actively plan and promote the development of the Town Center, Golden Triangle and other designated mixed-use areas.		Two Compass Blueprint Grants: 1. Town Center Implementation Project (3/31/08) – SCAG, SANBAG; 2. Base Line Corridor Study – VMT to BRT (7/2011). Each site promoted heavily during the City's annual participation at the International Council of Shopping Centers (ICSC) convention. 2021 - Collaborated with Woodcrest Companies to develop a Mixed-Use Plan that includes retail, restaurant, multi-family and single family development at the northwest corner of Base Line and Church Avenue in the Town Center. Collaborated with KZ Devco to develop the second phase of a mixed-use project (grocery and residential) at the northeast corner of Base Line and Church Avenue. Collaborated with TREH Partners to develop 21 acres a 105-acre mixed use project at the northeast corner of the 210 Freeway and Greenspot Road. 2022 - Worked with Alliance Group, REXCO and Greenspot Investors to revise the Greenspot Village & Marketplace Specific Plan. Appx 746 housing units approved and future commercial development analyzed and planned for. Promotions ongoing with the City's "Economic Development Activity" map and contact list made available on the City's website, at Chamber of Commerce events and various economic development conferences.
		2) Ensure that the Town Center and Golden Triangle promote safe and convenient pedestrian environments for residents, employees and visitors through the implementation of Land Use and Community Design Element policies and guidelines and Development Code standards.		On-going 2015 - The "Base Line Improvement Project" between the 210 Freeway and Cole Street completed. Installed landscaped medians and parkways, decorative lighting, decoratively paved intersections, class II bike lanes and wayfinding signs, upgrade sidewalks and streets within the Town Center. It implemented the existing design policies established by the City to meet this goal. A new retail store (Family Dollar) in the Town Center completed construction in 2014 and grocery store (Smart & Final) in 2017. Pedestrian and vehicular traffic movements were designed to promote a cohesive, walkable center, connecting with the adjacent restaurants, pharmacy, churches, daycare and elementary school. The Greenspot Village and Market Place Specific Plan, located within the Golden Triangle, was approved in June 2013. The 104-acre plan comprehensively coordinates pedestrian and vehicular movements throughout the mixed-use project. Commercial site approvals to accommodate nearly. 500,000 square feet of commercial development approved in May 2014. City/RDA and State Local Partnership Program-funded street and storm drain improvements were completed along Greenspot Road in 2017, fronting development along the north and south sides of the road. These improvements included, among other things, class II bike lanes and wayfinding signs, a bio-swale for water quality management, sidewalks, and lighting which dramatically improved safe pedestrian and bicycling environments. Improvements at the southwest corner of Greenspot Road and Boulder Avenue are anticipated in 2019 with the development of a new retail project that will also greatly benefit pedestrian movement for residents, elementary and middle school students nearby. In the Town Center at Base Line and Church Avenue these features were installed in conjunction with the new Smart and Final grocery store in 2017. The plaza

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				offers shade, landscaping and lighting to promote a safe and inviting pedestrian space at this vital intersection connecting retail, educational and religious uses. In 2021 the City continued work with this developer to add a 34-unit residential project to the north. Entitlement applications were submitted in January 2022. 2020 – City Public Works and Planning Staff worked closely with Caltrans, development partners, and existing businesses at the northeast corner of Base Line and Buckeye Street to improve the pedestrian environment immediately west of the 210/Base Line interchange. The City and Caltrans began construction of vehicular, pedestrian, and bicycling improvements in conjunction with the 210 and Base Line interchange widening. This project is anticipated to be completed in the 3rd quarter of 2022. 2021 – The Tractor Supply Co. mixed-use project was approved, and its design incorporated pedestrian and bike friendly features to draw residents from the corner onto the site and have safe internal movements. 2022 – City-initiated redesign of the intersection of Base Line midblock between SR 210 and Buckeye to facilitate development of two restaurants at the NWC of Base Line and SR 210.
		3) Retain and provide a hierarchy of community gathering places, including the Town Center, park lands, a community center and plaza areas within new commercial, office and industrial complexes.		On-going. A new pedestrian plaza was constructed at the northeast corner of Base Line and Church Avenue in conjunction with the new Smart and Final grocery store in 2017. The plaza offers shade, landscaping and lighting to promote a safe and inviting pedestrian space at this vital intersection connecting retail, educational and religious uses. In 2018, the Highland Historic District and the Highland Town Center were both included in the San Bernardino County Transportation Authority's Points of Interest Pedestrian Plan (PIPP). In preparation of the PIPP, SBCTA has analyzed the existing pedestrian environment and has recommended improvements for safety and comfort of pedestrians, including improved pedestrian gathering places. 2021 – The developers of both projects in the Town Center (Woodcrest & Marinita) have prepared preliminary development plans that include community gathering spaces and plazas compliant with the vision of the General Plan. The Woodcrest plans were approved in late 2021 and Marinita shortly thereafter. 2022 – Designs for the Marinita project approved including Town Center elements recommended by the General Plan with complimentary architectural treatments and outdoor dining.
		4) Encourage future development to provide functional public spaces that foster social interaction.		On-going The Greenspot Village and Marketplace contains several open plaza areas throughout its Specific Plan within the multi-tenant shopping areas. These areas will be furnished to encourage outdoor dining and gathering for the public. The Specific Plan also contains a landscaped walking paseo that will connect commercial, residential and off-site pedestrian movements through the project and into the City's Master Trail System. Incorporated pedestrian plaza at the corner of Church Avenue and Base Line as part of the Smart & Final development in 2017. Outdoor dining and gathering opportunities were provided at the most recent restaurant developments within the Golden Triangle at Jersey Mikes, Jamba Juice and Wing Stop in 2018. In 2019 outdoor seating and plazas were included in conjunction with the expansion of the Highland Crossings center (Mountain Mike's Pizza) on the south side of Greenspot Road, east of the 210 Freeway at the City's request. In 2021, TREH Partner's project on the north side of the street was approved with a public plaza located at the center of the commercial activity that will encourage

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
				outdoor dining and gathering. The Highland Historic District is included in a current grant application to the ATP. When funded, it is envisioned that the improvements within the Historic District will include improved parking with landscape fingers, improved sidewalks, improved handicap access, benches, trash receptacles, pedestrian level lighting, bikeways and wayfinding signs, bicycle racks, bulb-outs, a round-about, and a pedestrian Plaza, much of which is included in recommendations of SBCTA's PIPP. In April of 2021, the City was informed that it's application for Active Transportation Program (ATP) Cycle 5 was not successful. The City of San Bernardino, a partner to the application, informed City staff they no longer wish to purse joint improvements within their jurisdiction. Highland will need to seek other grant fund opportunities to construct improvements in the Historic District. 2021/2022 – The developers of both current projects in the Town Center (Woodcrest & Maranita) have prepared preliminary development plans that include community gathering spaces and plazas compliant with the vision of the General Plan. The Woodcrest plans were approved in 2021 and Marinita followed in 2022.
Land Use	GOAL 2.2 Preserve and enhance the quality and character of Highland's existing residential neighborhoods.			
		1) Maintain the integrity of existing residential neighborhoods by preventing through traffic wherever possible, prohibiting encroachment by incompatible uses, and providing appropriate buffers between residential and nonresidential uses, as well as between single- and multiple-family areas.		On-going with case-by-case consideration of each design review application. 2020 – The most current example of this practice is the design of the REXCO 200-unit apartment development at Greenspot Road and Webster Street. This community is wholly enclosed to vehicular traffic utilized by the project, but still contains several pedestrian connections to future commercial development in the mixed-use Specific Plan. 2021 – The TREH mixed-use project was well-designed to protect the northerly multi-family residential uses from the southerly commercial uses. The circulation and boundaries are well defined by attractive wrought iron fencing and landscape buffers. Noise and circulation were accounted for in the design and mitigation measures for the project. 2021 – The Woodcrest mixed-use project is adjacent to single family homes along Foster Street to the west and Villa Avenue to the north. Woodcrest was sensitive to its neighbors and proposed additional single family along Villa and a buffer of multi-family between the existing single family and the new commercial uses. Adequate setbacks and landscape buffers are provided. 2022 – The KZ Devco project was approved for 34 single family homes midblock between Church Avenue and Buckeye Street. Its entries were planned south of the existing neighborhood and situated to not conflict with existing driveways and it avoids through traffic altogether. It's single family gated community design is an appropriate buffer between the existing single family and grocery store to the south.
		2) Where conversion of a residential area to nonresidential uses is proposed, ensure that such conversion occurs in an orderly manner with minimal disruption to adjacent residential areas.		A General Plan Amendment and Zone Change on the east side of Palm Avenue, south of Base Line was approved in 2017, converting Single Family Residential to Office Professional land use designations. One conversion from residential to a land surveyor office has been approved. The appropriate setbacks, land use intensity, lighting, parking and circulation were required to ensure no negative effect to the adjacent residential uses occurred. The Zone Change effectuated 2018 included the rezoning of low-density residential to the permanent preservation of open space along Greenspot Road for biological resources. This will not conflict with future residential uses. 2022 – No such conversions took place.
		3) Ensure that all new development is		On-going. 2022 – Approximately 35 of the approved

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		designed in a manner that preserves the quality of life in existing neighborhoods.		single-family residential projects were for Accessory Dwelling Units. Review of these plans were ministerial, but ensured that the new development was architecturally compatible, had the minimum setbacks, maximum height and contained the appropriate access that would not negatively affect the surrounding existing neighborhoods. The large Alliance multi-family project of 546 units required buffering elements such as block wall fencing to the north where it converges with an established single family neighborhood. Parking, landscaping, and lighting were adjusted accordingly. There will be no through traffic between the project and existing neighborhood. Approved in 2021 and began construction in 2022 was the DR Horton Mediterra housing tract. This was thoroughly vetted to ensure its consistency with the existing residential development to the west, Entrada Ventana as was the Beazer Homes project on Santa Ana Canyon Road. Public notices were circulated, several homeowners responded and their comments resulted in substantive changes to the plans for the betterment of the project's compatibility. The Kiel/Beazer single family neighborhood will connect similar single-family neighborhoods east to west on Cabo Del Oeste Street. This connection will improve neighborhood mobility to local schools and shopping.
		4) Continue to implement the City's neighborhood improvement efforts in working with neighborhood stakeholders to create and implement long-term plans.		Ongoing. Code Enforcement Residential Rental Inspection Program. Neighborhood Watch Programs. CPF for Multi-family Housing Program. CDBG Code Enforcement Enhancement Program.
Land Use	GOAL 2.3 Provide a variety of urban, suburban and rural housing opportunities that are adequate to meet the City's share of regional housing needs.			
		1) Provide a broad range of, and encourage innovation in, housing types that incorporate high quality design and construction.		On-going 2022 – Thirty-five (35) Accessory dwelling units were approved as well as a 546-unit multi-family (Alliance) project that incorporates very high-quality design and construction. Two mixed use projects are preparing for construction (TREH & Woodcrest). These exemplify a broad range of housing types and quality design.
		2) Maintain residential areas that provide for and protect rural lifestyles and protect natural resources and hillsides in the rural areas of the City.		2022 - The Medieterra Specific Plan/DR Horton commenced completed construction of 66 homes. Phase 1 and 2 dedicated natural open space to be preserved in perpetuity. It will be transferred to a conservation organization with the appropriate endowment. The Beazar tract under construction will preserve a large slope and City Trail to it north complianet with this goal
		3) Maintain residential areas that provide for a suburban lifestyle, including ownership of single-family housing.		On-going as listed in Policy 1 above.
		4) Ensure that new residential development provides appropriate community amenities, including common open space.		Examples of approved entitlements include Woodcrest Development, Greenspot Village and Marketplace Rexco and TREH, Mastercraft Base Line, and Blossom Trails which all incorporated open space and shared community amenities.
		5) Continue the innovative use of land resources and development of a variety of housing types and sizes within the City by using the Planned Development designation.		Greenspot Village & Marketplace Specific Plan approved is a Planned Development approved in 6/11/2013. The recently approved Rexco 200-unit project represents the first residential construction within the Plan beginning in 2022. The Mediterra Planned Development began construction of its first phase and will provide a 3 different housing types, densities, open space, trails, private and public recreation and amenities. KZ Devco's 34-unit single family homes has an innovative small light design and is considering utilizing the units a for-rent product. Mastercraft 42 is also utilizing a popular small lot design to provide space for a neighborhood park open to the public and accessible from Base Line and the City's trail system.
		6) Require the preparation of a specific plan, planned unit development, conditional use permit or similar mechanism for residential development within areas designated Planned Development.		Examples: 11/2005 Glen Rose Ranch PD. 6/11/2013 Greenspot Village and Marketplace Specific Plan. 2016 - Mediterra and MasterCraft Planned Development. 2017 - Hispano Planned Development 2018 - Crestwood Communities 49 condos approved with a CUP.

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General Plan Element:	Goals:	Policies:	Actions:	
				2021 – Woodcrest / Tractor Supply Company CUP approved for a mixed use Commercial/Residential Project. 2022 – Alliance Apartments, Mastercraft 42
		7) Require that Planned Development projects provide a greater level of community amenities and cohesiveness, achieve superior design and create a more desirable living environment than could be achieved through conventional subdivision design and requirements.		Glenrose Ranch PD Greenspot Village and Marketplace Specific Plan Mediterra PD MasterCraft Base Line PD Hispano PD Each of these projects demonstrated a high level of amenities including multi-use trails, parklets, parks, pool, tot lots, and open space. 2021 – Woodcrest / Tractor Supply project was approved with superior landscaping, pedestrian connectivity and exterior architecture as a result of its PD standards. 2022 – Alliance Apartments, KZ Devco, Mastercraft 42
		8) Encourage provision of low- and moderate-cost housing, as well housing for other identified special housing needs groups, consistent with the other provisions of the General Plan and the City's Redevelopment Agency Plan and housing goals.		In 2014, the Highland Housing Authority purchased 2 acres of land adjacent to an existing 2-acre ownership that will accommodate an affordable senior housing project. In 2021 the City's Housing Authority declared this property surplus in order to stimulate plan development and partnership opportunities. In 2022 the City began negotiations with Wakeland Community to develop and operate an 89-unit senior affordable housing project. The City also continues to collect Inclusionary Housing Fees to fund future low-and moderate income projects. The City fast tracks all ADU applications. In 2022, all applications submitted were approved.
		9) Review the zoning and subdivision codes and include clear incentives for the provision of housing to meet the needs identified above, including, but not limited to, density bonuses of up to 25 percent over the densities indicated in the Land Use Element.		2022 - More recent state law will require a new update. The City Council adopted an updated Housing Element in January 2022, and is currently considering amendments based on comments from State HCD.
Land Use	Goal 2.4 Provide lands for retail and service commercial uses in sufficient quantity to meet the needs of Highland residents.			
		1) Maximize sales-tax-generating uses through the strategic location of commercial areas, particularly at freeway interchanges, at major intersections, and within the Town Center and Golden Triangle (see also Town Center, Golden Triangle and Victoria Avenue Corridor Community Policy Areas).		7/2006 San Manuel Village & SR330/SR210 (Highland Ave/Boulder Ave). 2018 - Acquisition of San Bernardino County Flood Control District prop. @ n/e corner of SR210 & Greenspot Road. Continued negotiations of ENA with the SBCFCD and TREH Partners. In 2019 additional environmental studies were performed and escrow opened on the property in question. ENA executed. 2021 – Development plans approved for TREH including commercial aspects adjacent to the 210 Freeway and Greenspot Road. 2022 – Marinita Development was approved for two restaurants at the NWC of Base Line and SR 210. The City facilitated this development with partnership in constructing a new intersection and signal for traffic safety at the project entry.
		2) Consistent with maintaining an image of the City of Highland as a quality residential community, reserve vacant lands at heavily traveled locations that are not appropriate for residential use for commercial, office, mixed-use or other nonresidential uses.		On-going through the City's zoning policies.
		3) Prevent future strip commercial development by encouraging lot consolidation within commercially designated areas and by limiting commercial designations to areas of sufficient size to accommodate larger scale, quality development.		On-going, case-by-case. Most recent example is the Helo Property at Base Line between Seine and Stoney Creek. The property owner is working to acquire additional land to create an appropriately sized commercial development.
		4) Establish minimum increments for the design of commercial development, permitting individual commercial lots to be developed while ensuring that the benefits of large-scale, high quality developments are realized.		Standard condition of approval requiring reciprocal access and parking with contiguous parcels (i.e. Implemented with the Family Dollar/Bakers/CVS project on Base Line. In 2020 – with plans proposed by Woodcrest and KZ Holdings). Also discussed with Lowe's center and easterly ownership on Greenspot Road).
		5) Specifically encourage the consolidation of individual parcels along Base Line to provide a sufficient land area for vibrant commercial uses.		Standard condition of approval and applied to Highland Crossings as well as CVS/Bakers and project north of City Hall (Highland Plaza). 2021 – Approval of the Woodcrest / Tractor Supply

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				project that involved all 9+ acres at the corner of Base Line and Church Ave. instead of piecemealing the commercial and residential portions. 2022 – Industrial Development along the 3rd/5th/6th Street corridors including Patriot Partners, Crow Holdings and American Rentals
		6) Designate areas for Planned Commercial uses to provide a means for the development of mixed-use commercial/office projects that recognize the site-specific constraints of designated parcels.		Completed.
		7) Require that development within areas designated Planned Commercial be through use of a specific plan pursuant to Government Code Section 65450, a planned unit development, conditional use permit or similar mechanism.		Helo Property – Base Line (between Seine & Stoney Creek) 2021 - Woodcrest Companies Property – Base Line & Church Avenue
		8) Ensure that uses and development intensities within Planned Commercial areas provide appropriate transitions to adjacent land uses and are consistent with the provisions of the Highland General Plan.		Aysar Helo Property – Base Line (between Seine & Stoney Creek) 2021 – Rewed interest in wash expansion and circulation improvements that were part of a 2015 Extension of Time approval
		9) Require development in areas designated Village Commercial to establish commercial and office-related land use types that recognize and are compatible with the historical, small town nature of the original Highland townsite.		Renovation and reestablishment of the "Belle" tavern in 2014. Adjacent hair salon renovation in 2015. Ceramics studio approved and renovations completed in 2017. Conversion of smog shop to landscaping design/installation business office approved with significant improvements to the circulation, parking, fencing and exterior paint. 2018/2019 review proposed coffee shop and office uses at the northwest corner of Palm Ave and Main Street. Modifications made to the plans to keep the uses in compliance with this goal of having a small town feel to the District. 2021 – Approval of auto body and repair shop at the southeast corner of Pacific Street & Palm Avenue in keeping with the historic automotive repair use and upgrading the interior and exterior to accentuate the architecture and prominent location. "Shorty's Auto Shop" coming to this location in 2022 that will restore and display classic and vintage automobiles. 2022 – Extension discussions with future buyers of the "Pacific Electric Railway Depot" to ensure it stays commercial and accessible to the public and is not converted to a single family home which would be inappropriate for its location and historic prominence.
		10) Establish a clear preservation plan for the Village area, along with a historic preservation ordinance.		Completed. Currently the City has an Historic Preservation Plan & Design Guidelines for exterior paint, fencing & roofing. US Secretary of the Interior's Guidelines utilized for more complicated projects. The City maintains its status as a state Certified Local Government by maintaining these regulations and standards.
Land Use	Goal 2.5 Promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character.			
		1) Require development in areas designated for Office Professional uses to provide areas for the establishment of office-based working environments for general, professional and administrative offices, as well as necessary support uses.		On-going on Palm Avenue including 2017 rezoning. New office projects include Precision Engineering and Champion Plumbing both of which underwent a design review process and made significant site improvements and interior upgrades. 2022 – worked with the new owner of a two-story Craftsman building in the OP zoning to ensure it is appropriately remodeled and reoccupied as a medical office use (dentist office). It is transitioning from a tax accountant and the new owner has commenced an interior and exterior restoration.
		2) Require development in areas designated for Business Park uses to provide for light industrial, research and development, and/or office-based firms seeking a pleasant and attractive working environment, as well as for business support services and commercial uses requiring extensive land areas.		Work Program item to establish a "High Tech Highland" program to promote this policy. 2019 – A new light industrial building was constructed by Transition Properties at the northwest corner of 5th Street and Church Ave. It had upgraded architectural amenities and landscaping to enhance the use and its important gateway location adjacent to the 210 Freeway. 2020 - A second, complimentary building was approved began construction. It will replace an aged mid-century office building and storage yard, significantly upgrading the site. 2020/2021 Construction complete. 2022 - Approved high-quality projects for Patriot Partners, Crow Holdings and American Rentals with the Business Park Zone. These have superior architectural

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				designs, treatments and gateway enhancements.
		3) Require development in areas designated for Industrial uses to provide for light industrial, research and development, and office based firms seeking an attractive and pleasant working environment and a prestige location.		2012 - H&H Contractors business park project at Palm and 5th; BP Development at Northwest corner of 5th St. & Church Ave; 2017-2020 - Transition Properties. 2020/2021 – Dan More Contractor's Storage Yard approved in the industrial zone with high-quality design and finishes. 2022 – Approval of permits for Mike & Gina Roquet's Contractor's Storage Yard to support their asphalt paving business.
		4) Work with the San Bernardino International Airport Authority to ensure that future airport planning activities promote Highland's economic development objectives.		On-going Adoption of SBIAA & Highland Interagency Cooperative Agreement adopted on August 22, 2007. Airport Overlay Ordinance – Ord No. 342, and 343 2016-2021 - Airport Gateway Specific Plan currently being drafted. Multi-agency effort. 2022 – Public review period commenced for the Plan's Program EIR.
Land Use	Goal 2.6 Maintain an organized pattern of land use that minimizes conflicts between adjacent land uses.			
		1) Require that new development be at an appropriate density or intensity based upon compatibility with surrounding existing and planned land uses.		On-going. 2020 – An example would be the Mastercraft 13-lot tract currently under construction at Greenspot Road and Blossom Trail Drive. This new development was required to be compatible with the density of the existing adjacent tract 15252 and 11613. 2020/2021 – the Mediterra DR Horton project matched the density of the adjacent "Entrada Ventana" project with 10,000 square foot los at its westerly end and will match the area's single family home design and densities found to the north and the west. The same applies to the approved Diversified / Beazer project at Santa Ana Canyon Road, west of Alta Vista. 2022 – KZ Holdings infill project was appropriately sized with 11 units/acre between a traditional neighborhood at 6 units/acre and an existing grocery store. Hispano Tract 18013 completed construction of 15 new single family homes, 3 with ADUs. It was a well placed infill project completely surrounded by a traditional 6 unit/acre neighborhood. Also the Alliance Apartment 546-unit project was approved only after great care in the design and buffering were discussed at multiple meetings with the adjacent existing neighborhood. The project is a good infill transition between a traditional single family neighborhood and a multi-tenant commercial development.
		2) Where a question of compatibility exists, require the new use to conform to the lower intensity use.		On-going. Mediterra and Beazar projects currently under construction are good examples. Beazar maintained the 10,000 sf minimum lot size, compatible with the surrounding development and Mediterra created a community with larger lots (10,000 sf) adjacent to existing projects and smaller lots (6500 sf) as it diverges away to the east.
		3) Ensure that residential infill development respects the design character of the surrounding neighborhood by balancing the provision of density incentives with appropriate design concepts.		On-going Post-flood Reconstruction of single family homes in the East Highlands Village required to compliment the density, massing and architecture of the existing homes by meeting the design criteria established for this distinctive neighborhood. Single home completed in between 2012 and 2020. Mastercraft Highland Hills anticipated soon. Infill density incentives were carefully considered when the City rezoned property on Greenspot Road. The permanent set-aside of environmentally sensitive habitat was balanced with a slight increase in density on either side so that the City's housing balance would not be compromised. 2022 – The Hispano 18013 Tract complimented the surrounding neighborhoods' density but also constructed a number of ADUs new with the homes.
		4) Ensure that land uses develop in accordance with the Land Use Plan and Development Code in an effort to attain land use compatibility.		On-going, a finding of consistency with the General Plan is made with every approved project.
		5) Promote compatible development through adherence to Community Design Element policies and guidelines.		On-going. 2016/2020 - Standards established along Greenspot Road and Base Line with the City's construction of median and right-of-way improvements in the Golden Triangle and Town Center policy areas. Most current example are the industrial projects approved along 3rd, 5th and 6th Street Corridors for Patriot Partners, Crow Holdings and American Rentals.
		6) Require developers to consider and		On-going

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		address project impacts upon surrounding neighborhoods during the design and development process.		Coordinate with owners/developers at the mandatory pre-application meetings and throughout the entitlement process. Neighbors receive two notices from the City; a Project Notice when the City accepts a project and a Public Hearing Notice given 10 days in advance of the meeting it is considered. There is a significant period of time available between the two notices to make adjustments to a project in advance of its approval.
		7) Require new or expanded uses to provide mitigation or buffers, including greenbelts or landscaping, between dissimilar uses or existing uses where potential adverse impacts could occur.		On-going Implemented in the Rexco project provided in the Greenspot Village & Marketplace Specific Plans to buffer between commercial and residential uses. Other examplse included the residential buffer behind new Smart & Final and Tractor Supply/Woodcrest.
		8) Prohibit future multiple-family development in existing single family designated neighborhoods.		On-going as needed.
		9) Require landscape and/or open space buffers to maintain a natural edge for proposed private development directly adjacent to natural, public open space areas.		On-going Implemented in the Greenspot Village & Marketplace Specific Plan and Mediterra Specific Plan.
		10) Aggressively review planning efforts of other jurisdictions to minimize potential incompatibilities with City land uses and preserve economic vitality.		On-going. This policy was discussed with the City of San Bernardino during their potential rezoning of a residential property to industrial at 6th Street that could negatively affect an existing single family neighborhood in Highland. Some recommendations were taken.
Land Use	Goal 2.7 Encourage natural resource and open space preservation through appropriate land use policies that recognize their value and through the conservation of areas required for the protection of public health and safety.			
		1) Within the eastern portions of the City, utilize lower densities to protect agricultural lands, scenic resources and topographic features.		Being implemented as part of the Mediterra Planned Development. 2020 – Staff reviewed a draft Agricultural Conservation Easement to satisfy the project's Mitigation Measure to preserve agricultural lands in Highland.
		2) Preserve agricultural lands within the eastern portions of the City as commercial operations if possible, or within residential developments if not. Utilize Planned Developments with joint ownership or agricultural uses or placement of low density housing within an overall grove setting.		Being implemented as part of the Mediterra Planned Development. 2020 – Staff reviewed a draft Agricultural Conservation Easement to satisfy the project's Mitigation Measure to preserve agricultural lands in Highland. Citrus themed landscaping utilized where appropriate.
		3) Permit mineral extraction activities and expansion of existing operations only where the following findings can be made: • Potential significant impacts related to loss of significant biological resources have been mitigated to an acceptable level, as have potential significant impacts of noise, air pollutant emissions, dust and hazardous materials; • Significant impacts will not be created on lands used or planned for residential use; • Public health and safety will be protected; • Haul routes have been identified, and will be utilized, which will not create significant impacts within residential areas and will not negatively impact access into commercial/industrial areas; • The municipal revenue-generating characteristics of the proposed operation are such that a positive fiscal benefit will accrue to the City of Highland and to its residents; and • The analysis of fiscal benefits shall account for the incremental capital and maintenance costs for the area circulation system created by the high intensity of truck use associated with the operation.		Upper Santa Ana River Wash and Land Management Plan. Approved. Implementation underway. Robertson's Ready Mix Mining expansion Conditional Use Permit, adopted June 2, 2009 (CUP-007004) Cemex Mining expansion Conditional Use Permit, adopted June 2, 2009 (CUP-007-005)
		4) Preserve areas designated as Open Space to provide for recreation, preservation of scenic and environmental values, managed production of resources (agriculture, water reclamation and conservation, mineral extraction) and protection of public safety.		3/2009 dedication of approx. 93 acres of national parkland to the City of Highland located near the easterly terminus of Base Line – (East Highlands Ranch PUD DIF Agreement). 4/2011 awarded a $130,000.00 State Nature Education Facilities Grant for the City's Natural Parkland Interpretive Signage program. Mediterra Specific Plan to preserve the adjacent hillside natural open space buffering the San Bernardino National Forest. 2020 – Construction underway. Zone Change from approximately 192 acres from Agricultural/Equestrian to Open Space approved along Greenspot Road.

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		5) Promote joint development with adjacent jurisdictions.		On-going Coordination occurring between Highland and the County of San Bernardino to incorporate portions of the Santa Ana River. Met several times. 2019/2021 – Joint project by Highland and Redlands to expand non-motorized transportation; specifically the project titled "Highland Redlands Regional Connector" located in the general vicinity of Boulder Avenue and Greenspot Rd. Due to unreasonable environmental mitigation requirements by CDFW, construction of this project will be postponed until additional grant funds are obtained by Highland and Redlands. 2021 – Worked comprehensively with the City of San Bernardino on the "Highland Hills" project on the north side of Highland Avenue, east of the 330 Freeway. Met to discuss circulation, right-of-way and residential design issues. 2022 – Continued cooperation on the Airport Gateway Specific Plan to ensure land use standards are the same in both San Bernardin and Highland along the frontage of the San Bernardino International Airport. Also, joint effort to annex a San Bernardino property into Highland to effectively develop a project at the southwest corner of Victoria Avenue and 5th Street. Ongoing coordination of street and drainage improvements along the 3rd/5th Street and Victoria Avenue Corridors.
Land Use	Goal 2.8 Coordinate land use planning programs between local, regional, state and federal jurisdictions.			
		1) Notify neighboring jurisdictions and adjacent developments when considering changes to the City's existing land use pattern adjacent to City boundaries.		On-going Adjacent jurisdictions are notified by mail for each project requiring discretionary land use approval by the City. Comments commonly received by Redlands, City and County of San Bernardino.
		2) Cooperate with neighboring jurisdictions through review and comment on proposed changes to existing land use patterns that could affect the City of Highland.		On-going. 2019/2021 - Continue to meet with City of San Bernardino Staff to discuss the Highland Hills Specific Plan located on the north side of Highland Avenue, east of SR330 as well as the Motel 6 on Highland Avenue and warehouse on 6th Street near McKinley. 2022 – Ongoing efforts to approve the Airport Gateway Specific Plan. Public Review of the Program EIR commenced in 2022.
		3) Establish regular lines of communication with local, regional, state and federal agencies whose planning programs may affect Highland residents and businesses.		On-going. Much discussion with local, state and federal agencies with respect to development along the Greenspot corridor. Ongoing efforts with the Airport Gateway Specific Plan as discussed above.
Land Use	Goal 2.9 Establish and maintain logical City boundaries that reflect existing service capabilities, social and economic interdependencies, citizen desires and City costs and revenues.			
		1) Work with the Local Agency Formation Commission (LAFCO), the City and County of San Bernardino, and area residents to promote the establishment of better-defined boundaries that would facilitate more efficient provision of municipal services and an economically viable community.		2022 – Began discussion of one small annexation, .5 acre, at the southwest corner of 5th Street and Victoria Avenue to facilitate development and municipal services.
		2) Consider annexation of such areas where the following findings can be made: • The proposed annexation is consistent with goals and objectives of the General Plan. • Significant benefits will be derived by the City and affected property owners and/or residents upon annexation. • There exists a significant social and economic interdependence and interaction between the City of Highland and the area proposed for annexation. • There exists a significant social and economic interdependence and interaction between the City of Highland and the area proposed for annexation.		On-going.
		3) Work with the City of San Bernardino to provide buffers in areas where existing or planned land uses in one city are incompatible with adjacent areas in the other.		Commenced in 2009, asked surrounding cities to refer project notices to the City for review and comment. 2019 – Worked with the City of San Bernardino on a project of theirs for a warehouse in the vicinity of 6th St and McKinley Street, surrounded by single family homes in Highland. San Bernardino did require some

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				redesign with respect to walls for noise mitigation and emergency access from the west. 2020 – Worked with San Bernardino on a Motel 6 project within their boundaries to ensure the noise, aesthetics, walls, landscaping and circulation were not impactful to Highland.
Land Use	GOAL 2.10 Create a new Town Center where Highland residents, employees and visitors can live, shop, work, recreate and socialize in a vibrant, safe and pedestrian friendly environment.			
		1) Ensure quality design through adherence to the Town Center design guidelines and policies in the Community Design Element.		CVS/Baker's/Family Dollar project, Highland Plaza Revitalization project, Base Line Beautification project and the Paseo Del Oro Planned Development. Smart & Final project on Base Line completed in 2017. 2020 – Worked with Woodcrest Company and KZ Holdings to ensure the Community Design Element is followed. Pre-Applications for both projects have been held and received comments on this topic. Revisions anticipated shortly. 2021 – Woodcrest / Tractor Supply Co. project approved consistent with the Town Center guidelines and Community Design Element. 2022 – Marinitia development of two restaurants at the NWC Base Line & 210 which included recommendations from the Community Design Element.
		2) Ensure that the Town Center maintains a mix of uses attractive to broad segments of Highland's population and that stimulate activity during day and evening hours, every day of the week.		On-going. 2020 – Latest plans include mixed use projects of commercial, restaurant, single-family, and multi-family uses all of which are heavily needed and desired within the City. 2021 – Woodcrest / Tractor Supply Co. project approved consistent with the Town Center guidelines and Community Design Element that includes a multi—phased commercial project including retail, entertainment and dining options in a pedestrian-friendly atmosphere. 2022 – Marinita project will provide additional restaurant options in the City that will stimulate activity near SR 210.
		3) Provide access to multiple modes of travel, including pedestrian, bicycle, transit and automobile.		Base Line Beautification project. Completed west of the 210 freeway in 2014 & east of freeway in 2016. 2020 – the City's Public Works Division has made several grant applications to improve pedestrian and bike safety along Base Line and Palm Avenue. While not successful in this cycle, they will continue to apply. The City prepared a draft Active Transportation Plan thoroughly detailing improved multi-modal transportation. It is anticipated to be approved in early 2021. The City also has a close relationship with Omni Trans transit provide and meets frequently to improve and maintain the transit system within Highland. The 210 Freeway expansion and Base Line interchange improvements are under construction and will significantly improve multi-modes of travel along Base Line between Seine and Palm Avenue. 2022 – near completion of street and bridge widening along Base Line from Seine Avenue to Buckeye Street. This includes a significant infrastructure expansion of the Base Line overpass, decorative bridge treatments and signage.
		4) Work with property owners to implement the Town Center Vision.		On-going. Base Line Beautification Project Designs approved in 2008. 2020/2021 - Continue coordinating with Maranita, KZ Holdings and Woodcerst Companies all located on the north side of Base Line between the 210 Freeway and Palm Avenue. 2022 – Marinita restaurnts as well as plans to install a new traffic signal on Base Line, west of SR 210.
		5) Protect surrounding single-family neighborhoods from incompatible uses.		2020/2021/2022 - Plans from KZ and Woodcrest include developing residential uses along their perimeters with existing residential development. Maranita will construct the appropriate noise and aesthetic mitigation on its northerly boundary to avoid impacts with the existing single family residential.
		6) Provide transition areas/buffers between land uses within the Town Center and with surrounding neighborhoods.		Maranita, located on the north side of Base Line between Buckeye Street and the 210 Freeway has shown well-planned buffers on their draft development plans. These were reviewed for consistency by the Planning Commission in 2021 and action deferred to

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				2022.
		7) Connect the Town Center physically and visually with the Historic Village District with pedestrian connections, historically compatible architecture, signage, landscaping and other streetscape elements.		Base Line Beautification Project Design. 2013-14 & 2018 Public Works Grant Application to improve circulation and street design on Palm Avenue and Pacific Street. Unsuccessful thus far, but will continue to make applications as new grants and funding rounds occur.
		8) Explore opportunities to relocate historic structures onto the Town Center site in prominent locations.		No projects proposed.
		9) Require new development to provide for public plazas and other gathering places.		Smart and Final 2017. 2022 – Marinita project plans.
		10) Prohibit freestanding drive-through commercial structures and convenience commercial uses, except at the major intersection of Palm Avenue and Base Line and along the south side of Base Line between Palm Ave and Bonita Ave.		Policy deleted by City Council.
Land Use	Goal 2.11 Revitalize the Base Line Corridor by concentrating commercial uses at strategic intersections and by redeveloping aging, mid-block commercial areas with new residential development.			
		1) Revitalize the Base Line Corridor with infill development of vacant land and redevelopment of aging commercial areas with residential development, consistent with the Land Use Plan.		Barnes and Seeley Court Residential Developments (Gardner Construction). Olive Street Residential Development (Dr. Williams) 2018 - 60-unit Assisted Living Facility
		2) Specifically encourage the consolidation of individual parcels along Base Line to provide a sufficient land area for vibrant commercial uses.		Aysar Helo, Consolidation of lots on Base Line between Seine Avenue & Stoney Creek.
		3) Prohibit the development of parcels not fronting on Base Line for commercial use except as part of an integrated commercial project that will take its access from, and focus on Base Line.		Aysar Helo, Consolidation of lots on Base Line between Seine Avenue & Stoney Creek.
		4) Limit new access for commercial uses to Base Line, Del Rosa Drive, Sterling Avenue, Victoria Avenue, Central Avenue, Stoney Creek and Boulder Avenue.		Aysar Helo – Base Line between Seine Avenue and Stoney Creek. Paseo Del Oro – Base Line at Buckeye/Church Avenue. CVS/Bakers/Family Dollar at Base Line /Palm Avenue. Smart & Final in 2017. 2021/2022 - Greenspot Village & Marketplace Specific Plan, Marinita & Woodcrest.
		5) Consolidate existing access to accommodate future medians.		Base Line Beautification Project in the Town Center Policy Area and Brightwater Senior Living facility.
		6) Facilitate conversion of existing residential parcels along the rear of commercially designated areas along Base Line on a block-by-block, rather than on a parcel-by-parcel basis.		On-going 2021/2022 – Applications by Woodcrest / Tractors Supply, Marinita, and KZ Holdings on Base Line between Buckeye and Foster Street.
		7) Ensure quality commercial and residential development through adherence to the Community Design Element policies and guidelines and Development Code standards.		On-going 2021/2022 – Achieved in projects such as Marinita, Woodcrest / Tractor Supply and KZ Holdings.
Land Use	Goal 2.12 Create a signature, mixed-use master-planned community that integrates commercial, office and residential uses in a unique environmental setting.			
		1) Require commercial designs within this area to relate to adjacent major roadways and the freeway.		Commercial designs shall have prominent front-facing elevations as they relate to major roadways like Base Line and the 210 Freeway. On-going.
		2) Concentrate office and big box retail uses along 5th Street.		Greenspot Village & Marketplace Specific Plan and Highland Crossings/Crossroads developments have incorporated the majority of big box retail uses. Several smaller boxes are proposed along Base Line.
		3) Provide adequate transitions and/or buffers between residential and nonresidential uses within the area.		Transitions to nonresidential areas are comprised of significant setbacks, landscaping and decorative walls.
		4) Require residential development to provide adequate amenities such as common open space and recreation areas.		These ongoing policies are prevalent in recently approved and constructed projects such as Glenrose Ranch, Mastercraft 13, Mastercraft 42, Rexco, Blossom Trails, Treh 200-unit aparments, Alliance 546-unit apartments, and Mediterra.
		5) Require commercial development to provide functional public spaces and/or plazas for shoppers and visitors.		Ongoing. 2020/2021/2022 – Examples of public spaces and plazas that have been incorporated in recent developments include TREH Partners on Greenspot Road, Marinita and Woodcrest.
		6) Land use intensity will be determined upon the adoption of a specific plan, planned unit		Approved projects that exemplify this policy include Greenspot Village & Marketplace Specific Plan.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		development, conditional use permit or similar mechanism.		Mediterra Planned Development, and Mastercraft 42.
		7) Ensure quality design through adherence to the Community Design Element policies and applicable Development Code standards.		Ongoing. All projects receive discretionary approval must make findings to adhere to the Community Design Element and Development Code (Highland Municipal Code)
		8) Orient uses along City Creek to take advantage of views of and connections to open space and recreational amenities.		This was incorporated in the Greenspot Village & Marketplace Specific Plan that runs south and east of City Creek. Special attention was given to building heights, architecture, fencing, and trail access.
		9) Actively participate in future San Bernardino International Airport planning activities to minimize potential negative impacts on Highland's economic development opportunities and quality of life.		Participating in the development of a Specific Plan for area around the SBIA with surrounding cities & IVDA. Airport Gateway Specific Plan anticipated completion in 2023. Highland is also active in reviewing and commenting on San Bernardino projects within the vicinity of its boundaries. The Plan's Program EIR was released for Public Review.
Land Use	Goal 2.13 Transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.			
		1) Continue to coordinate with the City of San Bernardino and the San Bernardino International Airport Authority for future planning on and around the airport.		Participating in the development of a Specific Plan for area around the SBIAA with surrounding cities & IVDA. Airport Gateway Specific Plan anticipated completion in 2023.
		2) Continue to plan and promote the 5th Street Corridor as the major industrial entryway into the San Bernardino International Airport.		Participating in the development of a Specific Plan for area around the SBIAA with surrounding cities & IVDA. Airport Gateway Specific Plan anticipated completion in 2023. 2022 – Approved industrial projects along 3rd, 5th and 6th Streets for Patriot Partners, Crow Holdings and American Rentals. Construction commenced on the Patriot project at 6th and Victoria Avenue.
		3) Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.		Participating in the development of a Specific Plan for area around the SBIAA with surrounding cities & IVDA. Airport Gateway Specific Plan anticipated completion in 2022. 2022 – Airport Gateway design elements including public art required at each of the projects mentioned in the program above.
		4) Ensure exceptional circulation through adherence to the policies of the Circulation Element.		On-going. Required for each project approved by the City.
		5) Protect and enhance the integrity and desirability of industrial sites from nonindustrial uses.		On-going. These efforts can be seen in the Transition Properties industrial project under construction at the northwest corner of 5th Street and Church Avenue and Dan Moore's contractor's storage yard and Roquet's contractor's storage yard on Meines Street, east of Palm Avenue. Additionally, the projects mentioned above for Patriot, Crow Holdings and American Rentals all included the appropriate setbacks, landscape buffering and noise mitigation to protect the adjacent uses.
		6) Improve landscaping along the edges and median of 5th Street and the boundaries of the corridor.		Joint effort with IVDA & San Bernardino 2020 - Landscape median design and parkway landscaping installed along the 5th Street frontage of Transition Properties, west of Church Ave.
		7) Ensure quality development through Development Code standards and the Community Design Element policies and guidelines.		Participating in the development of a Specific Plan including design standards for area around the SBIAA with surrounding cities & IVDA. Airport Gateway Specific Plan anticipated completion in 2023.
		8) Until nonconforming residential uses transition out of the area, provide adequate transitions and/or buffers between existing residential neighborhoods and industrial or other incompatible land uses.		2019/2020 - Attempted to require such buffers in conjunction with a San Bernardino project on 6th street at the terminus of McKinley to the south. Some recommendations were implemented by San Bernardino. 2021 – Appropriate setbacks and landscape buffers used to transition from warehousing to adjacent residential uses at the Patriot Partners project at 6th Street & Victoria Ave. 2022 – Ongoing with each industrial development approved.
		9) Work with San Bernardino International Airport Authority to ensure that future planning activities encourage consistency with adopted City land use plans and minimize impacts on Highland's economic development opportunities and quality of life.		On-going Adoption of SBIAA & Highland Interagency Cooperative Agreement adopted on August 22, 2007. Airport Overlay Ordinance – Ord No. 342, and 343

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General Plan Element:	Goals:	Policies:	Actions:	
Land Use	Goal 2.14 Establish the Victoria Avenue Corridor as the major entryway into the San Bernardino International Airport.			
		1) Concentrate commercial uses along Victoria Avenue at Base Line, Pacific Street and Highland Avenue.		Application for Arco Rehab & Motel Project approved in 2014. Completed in 2017. Real Journey's charter school and Food 4 Less gas station both approved in 2018, construction completed in 2018/2019 – located at the southeast corner of Highland and Victoria Avenues. 2020 – Victoria Square commercial strip center project under review, anticipated approval in 2021. Located at the southeast corner of Victoria and Pacific Streets.
		2) Allow for a mix of commercial and residential uses in appropriate areas through the Planned Development land use designation.		On-going.
		3) Provide residential opportunities in mid-block areas between 9th Street and Pacific Avenue.		15 Lot small lot subdivision at Victoria and Pacific (Hispano 18013) approved in 2017 began construction in 2021 and completed in 2022.
		4) Encourage the consolidation of parcels to promote quality, planned development.		On-going. 2021 – Achieved with the Patriot Partners warehouse at 6th & Victoria Avenue with the consolidation of 6 lots. 2022 – Crow Holdings projects and Patriot Partners projects along 3rd and 5th Streets.
		5) Consolidate access points along Victoria Avenue to improve traffic flows.		On-going. Will continue to review in conjunction with the Airport Gateway Specific Plan. 2021 – Achieved with the Patriot Partners warehouse at 6th & Victoria Avenue. 2022 – Patriot Partners projects at 6th/Grape and Cypress/Victoria.
		6) Create a major business park node at the southern terminus of Victoria Avenue to maximize employment opportunities adjacent to the airport.		On-going. Will continue to review in conjunction with the Airport Gateway Specific Plan. 2021 – 4 business park projects in the pre-application process for review in 2022. 2022 – Projects approved at Cypress/Victoria and 6th/Grape. Project pending at Victoria & 3rd/5th.
Land Use	Goal 2.15 Create a one-of-a-kind, high-quality, master-planned estate community in the Seven Oaks area that incorporates substantial scenic, open space, recreation and trail amenities.			
		1) Ensure trail connections to existing or planned local and regional open space and trail systems.		Coordinating with the County of San Bernardino on the Santa Ana River Trail Project. Connection to occur through the Seven Oaks Policy Area and Mediterra Planned Development. Continued to meet in 2019 as the trail continues to be constructed easterly by the County. 2020 – The Cities of Highland and Redlands are jointly sponsoring the construction of 2 non-motorized trails along Boulder Ave/Orange St and Palm Ave/Alabama St. 2022 – Working with San Bernardino Valley Municipal Water District to ensure access to the "Pole Line Trail", south of their water detention basins is retained per City and regional plans.
		2) Provide extensive open space linkages within the site to connect to adjacent open space resources.		Mediterra Planned Development provides partial linkages. Construction commenced in 2021. Future development through the Seven Oaks Policy Area is expected to link to Mediterra and other master trails, open space and amenities.
		3) Continue to collaborate with the City of Redlands, the County of San Bernardino and property owners.		2020 – The Cities of Highland and Redlands are jointly sponsoring the construction of 2 non-motorized trails along Boulder Ave/Orange St and Palm Ave/Alabama St. In 2022, the Palm/Alabama project is proceeding and the Boulder/Orange will proceed in part due to environmental constraints.
		4) Ensure that sufficient access, including emergency access, is provided to support future development.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		5) Ensure that adequate public services and facilities keep pace with future development.		The appropriate Development Impact Fees are collected by each new project to ensure public facilities are sufficient. Public services are evaluated continuously by the City's management and public safety officials.
		6) Provide appropriate habitat corridor linkages in collaboration with applicable habitat conservation planning.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		7) Implement future development guidance of the Seven Oaks area by means of a specific plan or similar mechanism.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		8) Require that hillside development minimize alteration of the natural landforms and natural vegetation, while maximizing viewshed protection.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		9) Limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities and other intended uses.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		10) Minimize import/export associated with grading.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		11) Consider clustered development, especially in connection with such recreation amenities as a golf course, in future planning activities for the site.		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
		12) Maintain the Greenspot Agricultural Preserve until such time future development is proposed or more detailed planning is initiated. In the event that proposed development would impact the Agricultural Preserve, the City shall evaluate the viability of incorporating the Preserve into the development, consistent with the City adopted *Rules and Procedures for the Administration of Agricultural Preserves and Contracts.*		Future developments in the Seven Oaks Policy Area will be conditioned to comply with this Policy.
Chapter 3 – Circulation Element				
Circulation	Goal 3.1 Provide a comprehensive transportation system that facilitates current and long-term circulation in and through the City.			
		1) Require new development proposals to ensure that all mid-block street segments operate at LOS "D" or better during the peak hours of traffic. (Note: Because of the location of the Palm Avenue/Pacific Street intersection within the Historic District, consideration will be given to alternatives to traffic signal mitigation. Alternatively, the City may elect to accept a lower LOS to retain the historic character of the District.)		Developing design concept to convert existing 4-way stop control at Palm/Pacific intersection to a roundabout as an alternative to traffic signal
		2) Ensure that all intersections operate at LOS "D" or better during the peak hours of traffic.		Implemented through traffic impact analysis as development occurs.
		3) Ensure that the City's street system be designed and constructed to accommodate the traffic generated by buildout of the General Plan land use designations.		Retained consultant and performed a feasibility study and determined a single lane roundabout is achievable at the Palm/Pacific intersection.
		4) Maintain flexibility in the cross-sections and configuration of streets within topographically rugged or environmentally sensitive areas as long as mid-block street segments and intersections operate at LOS "D" or better.		Implemented through traffic impact analysis as development occurs
		5) Design and employ traffic control measures (e.g., install traffic signals, provide access restrictions, etc.) to ensure city streets and roads function as intended.		Implemented through traffic impact analysis as development occurs
		6) Periodically update the General Plan master traffic study to maintain its relevance and correspondence to the General Plan land use designations and the design and construction of new and existing City streets.		Implemented through the Capital Improvement Program
		7) Monitor the intensity of land use to keep traffic on any arterial in balance with roadway capacity.		Implemented as development occurs
		8) Require development proposals with the potential to generate traffic volumes or other impacts not adequately evaluated in the Circulation Element and the General Plan Program EIR to prepare a traffic analysis		Implemented thru site plan/development plan review process as development occurs

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General Plan Element:	Goals:	Policies:	Actions:	
		consistent and compatible with the City's Master General Plan Traffic Model.		
		9) Restrict the number of access points and intersections along arterials to preserve mid block and intersection capacities and to maintain public safety.		Implemented as development occurs
		10) Encourage major employers to reduce vehicular trips by offering incentive concepts discussed in the General Plan Circulation Element, including but not limited to reduced transit passes and preferential parking for ridesharing.		Saint Adelaide Church parking lot park and ride.
Circulation	Goal 3.2 Provide a well-maintained roadway system.			
		1) Maintain and rehabilitate all components of the circulation system, including roadways, sidewalks, bicycle facilities, pedestrian facilities and traffic signals.		
		2) Establish and maintain a roadways pavement management program (PMP) that sets forth budgeting, timelines and schedules for maintenance of existing roadways in the community.		First 5-year PMP completed construction of 11 miles of pavement rehabilitation and 72 miles of pavement maintenance in 2019. Second 5-year PMP to be adopted in 2020.
		3) Continue to study the need and feasibility of providing additional all-weather crossings along critical roadways, and develop an implementation plan and schedule, if appropriate.		Boulder Ave. Bridge constructed; Greenspot Rd Bridge constructed; Base Line Bridge in environmental phase for future construction scheduled to begin in April 2021; Orange Street Bridge in environmental phase for future construction scheduled to begin in 2022.
		4) Coordinate maintenance or enhancement of transportation facilities with related infrastructure improvements.		Implemented through CIP. Example: mining CUP
		5) Develop and implement programs and policies that require additional improvements or mitigation from industries or entities that generate heavy truck traffic and pavement impacts.		Implemented through TIA and pavement impact studies for specific projects & coordinated with truck generators
Circulation	Goal 3.3 Preserve and enhance uniquely scenic or special visual resource areas along appropriate routes for the enjoyment of all travelers.			
		1) Designate the following roadways as Scenic Highways and establish guidelines that protect visual resources in the community and allow for the development of additional recreational opportunities: • Boulder Avenue • Base Line (east of City Creek) • Palm Avenue • Greenspot Road • Church Street • Highland Avenue (east of City Creek)		-
		2) Attractively landscape and maintain Highland's Secondary Highways, Special Secondary Highways, Major Highways, Primary Arterials, and Modified Primary Arterials and prepare/implement distinctive streetscape improvement plans.		Construction of landscape median on Greenspot Road from SR 210 to Boulder Avenue in Golden Triangle completed. Construction of landscape median on Base Line from Cole Avenue to SR 210 in Town Center completed. Construction of landscape median on Palm Ave between Cypress St and north of 9th St completed. Construction of landscape medians on Base Line between SR-210 and Boulder Avenue completed. Landscape median gap closure on Base Line between Marigold Avenue and Church Street completed. Construction of landscape median and parkways on Boulder Avenue between San Manuel Village Entrance and Greenspot Road currently in design phase, and is scheduled for construction in 2020.
		3) Take such actions as may be necessary to protect scenic routes, including but not limited to: • regulation of land use and intensity of development; • detailed land and site planning; • control of outdoor advertising; • careful attention to and control of grading and landscaping; and • careful design and maintained appearance of structures and equipment.		Sign Code Update adopted in February 11, 2011. Implemented as development occurs.
Circulation	Goal 3.4 Provide a safe circulation system.			
		1) Establish the local street system within developing neighborhoods through a cooperative public/private planning process.		Through development review process & HMC.
		2) Require new development to install and maintain streets within planned residential areas as private streets in accordance		Through development review process & HMC. Toll Bros Project (TR16914) was required to meet City private street standards

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General Plan Element:	Goals:	Policies:	Actions:	
		with development standards set forth in the Development Code and other applicable standards and guidelines.		
		3) Promote the principle that streets have multiple uses and users, and protect the safety of all users.		Though development review process & HMC. Constructed 25 miles and acquired funding for an additional 6 miles of bike lanes on streets throughout the City. Construction of a new trail node kiosk at the Santa Ana River bridge on Old Greenspot Road has been completed. Installation of bicycle parking racks at 6 locations in the City has been completed. Installation of 63 new bike wayfinding signs and funding acquisition for 50 more throughout the City has been completed. Funding acquisition to construct 4 rest stops along two of the City's Class I bikeways has been completed.
		4) Require new development to provide pedestrian paths and linkages through projects, locating linkages to avoid conflicts with motorized traffic.		Though development review process & HMC. Greenspot Village & Marketplace Specific Plan with paths & trail linkage. Community trail on Base Line from Palomino Street to Tract 15960 north boundary
		5) Discourage high-speed, through traffic on local streets with appropriate traffic-calming measures (e.g., traffic enforcement, bulb-outs, lane striping, chokers, etc).		Through development review process & HMC. Construction of the Base Line Beautification and Safety Improvement Project has been completed. Construction of the 9th Street Safety Improvement Project road-diet has been completed. Construction of the Base Line Safety Improvement Project has been completed. Constructed 25 miles and acquired funding for an additional 6 miles of bike lanes on streets throughout the City. Construction of a new trail node kiosk at the Santa Ana River bridge on Old Greenspot Road has been completed. Installation of bicycle parking racks at 6 locations in the City has been completed. Installation of 63 new bike wayfinding signs and funding acquisition for 50 more throughout the City has been completed. Funding acquisition to construct 4 rest stops along two of the City's Class I bikeways has been completed. Tract 18935, (Diversified Pacific) constructed two mid-block oval medians for traffic calming on Aplin Street. Currently making application to fund bikeways and road diets on Palm Avenue north of Base Line and on Pacific Street from Del Rosa Drive to Boulder Avenue
		6) Design access onto major arterial streets in an orderly and controlled manner.		Through development review process & HMC. Approved Panda Express / Jack in the Box, and Greenspot Village & Market Place with access restriction / limitation onto Base Line and Greenspot Road.
		7) Utilize shared driveways in common areas to minimize disruptions to traffic and pedestrian/bicycle flow.		Through development review process & HMC. Shared driveway between Highland Plaza and Highland Civic Center Plaza on Base Line between Cole Ave and Reedy St. Shared driveways required of Panda Express/Jack on Base Line at Seine Avenue. Shared driveways required of Transition Properties on Fifth Street at Church Avenue.
		8) Implement street design features such as the use of medians, bus turnouts and consolidated driveways to minimize mid-block traffic congestion.		Through development review process & HMC. - Construction of landscape median and bus turnouts on Greenspot Road from SR 210 to Boulder Avenue in Golden Triangle has been completed. - Construction of landscape median on Base Line from Cole Avenue to SR 210 in Town Center has been completed. - Construction of landscape median on Palm Ave between Cypress St and north of 9th St has been completed. - Construction of landscape medians on Base Line between SR-210 and Boulder Avenue has beencompleted. - Construction of landscape median gap closure on Base Line between Marigold Avenue and Church Street has been completed. - Construction of landscape median and parkways on Boulder Avenue between San Manuel Village Entrance and Greenspot Road is currently in the construction phase, and is scheduled to be completed in the 3rd quarter of 2022.
		9) Support freeway improvements that remove through traffic from local streets.		Through development review process & HMC. Constructon of SR 210 / Greenspot Rd westbound on and off ramp improvements is completed. The SR 210 / Base Line bridge widening and ramp improvements completed the design and is currently under construction. Construction is anticipated to completed in the 3rd quarter of 2022. Widening of the SR210/5th Street undercrossing is currently in environmental and preliminary design

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General Plan Element:	Goals:	Policies:	Actions:	
				phase.
		10) Provide adequate sight distances for safe vehicular movement on roadways and at intersections.		Through development review process & HMC.
		11) Encourage and improve pedestrian connections from residential neighborhoods to retail activity centers, employment centers, schools, parks, open space areas and community centers.		Through development review process & HMC. - Greenspot Village & Marketplace Specific Plan. - Highland/Redlands Regional Connector Project, a non-motorized transportation project, connecting residential neighborhoods to many activity centers, schools and the Santa Ana River Trail has been awarded federal funding and currently in environmental phase.
		12) Encourage barrier-free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.		Through development review process & HMC. Sidewalk and handicap ramp improvement via CIP projects.
		13) Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield nonmotorized traffic from vehicles.		Through development review process & HMC. Implementation of Federal Safe Routes to School Programs. Curb-adjacent sidewalk is required to be 6-foot wide minimum; striped buffer minimum 12" to 18" wide is required for new bike lanes.
		14) Add raised, landscaped medians and bulb-outs, where appropriate, to reduce exposure to cross traffic at street crossings.		Through development review process & HMC. -Construction of landscape median and bus turnouts on Greenspot Road from SR 210 to Boulder Avenue in Golden Triangle has been completed. - Construction of landscape median on Base Line from Cole Avenue to SR 210 in Town Center has been completed. - Construction of landscape median on Palm Ave between Cypress St and north of 9th St has been completed. - Construction of landscape medians on Base Line between SR-210 and Boulder Avenue has been completed. - Construction of landscaped median gap closure on Base Line between Marigold Avenue and Church Street has been completed. - Construction of landscape medians and parkways on Boulder Avenue between San Manuel Village Entrance and Greenspot Road currently in design phase and is scheduled for construction in 2020. - Bulb outs will be constructed in Mediterra. -Bulbouts are being planned on Palm Avenue in the Historic District.
		15) When feasible, walkways should include pedestrian amenities such as shade trees and/or plantings, trash bins, benches and shelters.		- Through development review process & HMC. - The Base Line Beautification Project which includes construction of sidewalks and landscaping has been completed. - The Greenspot Road Project in the Golden Triangle which includes construction of sidewalks and landscaping has been completed. - The Highland/Redlands Connector Project which will construct 3 rest stops for bicyclist is in design. - The City Creek/Alabama Street Bikeways Project which will construct 1 rest stop for bicyclist is in design. - Pedestrian plaza included as a part of the Smart and Final project at the corner of Base Line and Church Avenue. - A Pedestrian Plaza with shade trees, trash bins, benches and bicycle parking is being planned on palm Avenue in the Historic District.
Circulation	Goal 3.5 Promote bus service and paratransit improvements.			
		1) Continue to support the regional bus system to provide intracity service, intercity service to major employment centers, and connection to regional transportation transfer points.		- Constructed sidewalks to access bus stops via CIP projects. - Constructed bus bays on Greenspot Road. - Constructed Bus pads completed on 5th Street and Base Line.
		2) Plan for the provision of areas within the City to be used as park and-ride regional bus and car pool facilities.		Saint Adelaide's Park & Ride lot – 2010.
		3) Work with Omnitrans to ensure that transit services are extended to serve residents in the eastern portion of the study area.		- Bus service reaches Church Street for Base Line & Greenspot Road. - Construction of bus stops and turnouts have been completed on 5th Street/Greenspot Road (Boulder Ave to Victoria Ave) to accommodate future extended bus service.
		4) Coordinate with Omnitrans to provide safe, clean and attractive bus shelters at bus stops and transfer stations.		Omnitrans maintains bus shelters in good condition. A new bus shelter has been installed on westbound Base Line west of Church Street. City and Omnitrans are

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				working on an updated cooperative agreement regarding maintenance & operations of bus shelters. Omnitrans is currently working with the City to update bus stops with shelters, lights, and other amenities in the area within ½ mile of the Highland/San Bernardino Bi-City Bikeway and Walkway Connector project that is currently being proposed for ATP funding.
		5) Ensure accessibility of disabled persons to public transportation.		Constructed sidewalk widening around obstructions, new sidewalks and access ramps for improved access to bus stops via CIP projects.
		6) Investigate new opportunities to finance further transit service for the elderly, handicapped and recreational purposes.		
		7) Support privately funded local transit systems for commuter residents and maintain local transit systems for seniors and youth.		
		8) Design transit improvements to minimize impacts on other modes of travel.		As development occurs. Constructed bus bays on Greenspot road to minimize impacts to travel lanes. Have bus shelters on Base Line constructed at locations that do not block pedestrian paths. Omnitrans is currently considering a new shelter with an information banner at the northwest corner of Base Line and Palm Avenue.
Circulation	Goal 3.6 Provide a circulation system that reduces conflicts between commercial trucking, private/public transportation and land use.			
		1) Maintain designated truck routes for use by commercial trucking that link industrial and commercial activity areas with major roadways and regional transportation routes and minimize impacts on local traffic neighborhoods.		Implemented through the General Plan and posting of truck route signs.
		2) Provide appropriately designed roadways for the designated truck routes that can safely accommodate truck travel.		Implemented through design of CIP projects and development projects making sure roadways for designated truck routes have adequate width, configuration and pavement structural section.
		3) Develop berms and barriers where feasible along truck routes to minimize noise impacts to sensitive land uses.		Sound Wall completed on Boulder Ave as part of the Boulder Bridge projects.
		4) Provide sufficient loading areas to minimize interference with efficient traffic circulation.		Implemented through development review process. Constructed bus turn-out bays on Greenspot Road between SR-210 and Boulder Avenue within the Golden Triangle.
		5) Regulate on-street parking of trucks where necessary to discourage truck parking on primarily residential streets or where they are incompatible with adjacent land uses.		Implemented through the HMC.
		6) Conduct a study examining the interface between proposed truck routes, the complete roadway network, and adjacent land uses.		
		7) Evaluate truck route alternatives based on Caltrans Traffic Study guidelines.		
		8) Require as a part of the development review process for all new or expanding mineral extraction and all other heavy industry activities within the City, that the following information be provided: • A detailed plan of haul roads, indicating measures that will be taken to minimize aesthetic, noise, traffic, and particulate emission impacts to the surrounding land uses; • A traffic analysis that indicates both the number of projected trucks and their associated potential impact to city streets; • A "fair-share" mitigation analysis indicating the impacts and associated maintenance costs caused by the potential generation of future truck traffic; and • A comprehensive mitigation program, designed to run the life of the mineral extraction activity (including reclamation) that will: Cover the fair-share portion of surrounding roadway maintenance costs due to the increase in local truck activity, or Provide new or appropriate improvements to existing roadway facilities which in the opinion of the City would mitigate the impacts caused by the increase in local truck		Completed as part of EIR and CUP for CEMEX and Robertson expansion approvals (June 2, 2009). Constructed pavement rehabilitation to provide adequate pavement structural sections on 3rd St, 5th St, Greenspot Road, Base Line, Pacific Street, and Highland Ave, Sterling Ave, Victoria Ave, Palm Ave, Boulder Ave and Church Street.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		traffic.		
		9) Work with private mining operators to establish specialized truck routes that: • Allow for the transport of raw and finished materials from quarries within the Santa Ana River Wash area to the Foothill Freeway on paved private haul roads; • Reduce, to the extent feasible, the movement of mining transport trucks on City streets; and • Mitigate, to the extent feasible, the noise, dust and vibration effects of such transport activities on surrounding land uses.		Same as #8 above. A mining CUP required the private mining haul road to be connected to 5th Street immediately west of the SR-210 eastbound on-ram, thereby reducing truck impact on City streets.
Circulation	Goal 3.7 Protect and encourage bicycle travel.			
		1) Develop a system of continuous and convenient bicycle routes to places of employment, shopping centers, schools, and other high activity areas with potential for increased bicycle use.		- Implemented through the General Plan. - West Highland Bikeway with wayfinding signage completed on Base Line from Del Rosa Drive to Cole Avenue. - Greenspot Road Bikeway and Base Line Bikeway completed. - The Highland/Redlands Regional Connector Project, and the City Creek/Alabama St Bikeway Project, two non-motorized transportation projects, connecting residential neighborhoods to many activity centers, schools and the Santa Ana River Trail are in the environmental phase with construction scheduled for 2021. - The Highland/San Bernardino Bi-City Bikeway and Walkway Connector project, which would provide Highland residents with direct access to CSUSB, is being proposed to the Active Transportation Program (ATP) for funding.
		2) Encourage new development to provide reasonable and secure space for bicycle storage.		Implemented through the Development Review process.
		3) Provide bicycle racks at all public facilities and along major public streets.		Greenspot Road & Base Line bikeway projects included bicycle rack installation. Highland/Redlands Regional Connector Project includes bicycle parking. The Highland/San Bernardino Bi-City Bikeway and Walkway Connector project being proposed to the Active Transportation Program (ATP) for funding includes bike racks.
		4) Assure that local bicycle routes will complement regional systems and be compatible with routes of neighboring municipalities.		All completed or planned bike routes within the City are coordinated and consistent with the non-motorized plan for San Bernardino County. The Highland/Redlands Regional Connector Project, and the City Creek/Alabama St Bikeway Project, two non-motorized transportation projects, connecting residential neighborhoods in Highland and Redlands to many activity centers, schools and the Regional Santa Ana River Trail.
		5) Provide linkages between bicycle routes and other trails, such as the Santa Ana River Trail, within the City as appropriate.		Highland/Redlands Regional Connector Project, and the City Creek/Alabama Street Bikeway Project, will provide connections to the Regional Santa Ana River Trail. The proposed Highland/San Bernardino Bi-City Bikeway and Walkway connector project being proposed for ATP funding will connect the cities of San Bernardino and Highland resulting in 59 mile of continuous bikeway network between the two cities.
Circulation	Goal 3.8 Incorporate consideration of regional transportation implications into decisions made by the City of Highland and, conversely, incorporate consideration of the local transportation implications on the City of Highland into decisions made by other local agencies, as well as into decisions made by state and federal agencies.			
		1) Participate in a wide range of regional transportation planning and programs to improve the capacity, efficiency and safety of the shared circulation system.		On-going, Public Works Division works closely with Caltrans, SBCTA and surrounding cities on the regional transportation planning and programs.
		2) Participate in all regional transportation committees and regularly coordinate with other local agencies regarding their plans,		Public Works Division regularly attends SBCTA Transportation Technical Advisory Committee meetings and SR 210 widening project meetings.

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General Plan Element:	Goals:	Policies:	Actions:	
		programs and services that affect the quality and safety of the Highland roadway system.		
		3) Coordinate street system improvements and traffic signal coordination with regional transportation efforts.		On-going implementation with SBCTA. The City participated in the implementation of the valley-wide traffic signal coordination system. The City also completed citywide traffic signal coordination systems upgrade on 7 corridors in 2017.
		4) Coordinate signal construction and timing with Caltrans improvements in and around SR-30/I-210 off- and on-ramps.		The City coordinated on a regular basis with Caltrans to ensure traffic signals at freeway interchanges are well synchronized with the City's traffic signals.
		5) Coordinate transit planning with the Southern California Association of Governments, SBCTA, Omnitrans and adjacent communities.		
		6) Work with the Southern California Commuter Rail Council and the San Bernardino Association of Governments and Omnitrans to establish a transit connection with the Metrolink Commuter Rail System.		
		7) Coordinate with Caltrans, the City of San Bernardino, the County of San Bernardino, the San Bernardino International Airport Authority and the San Manuel Band of Mission Indians to study the feasibility of a new freeway interchange at Victoria Avenue and to facilitate applicable roadway improvements.		As required by the City, Caltrans completed a Project Study Report in 2012, and SBCTA completed a feasibility study in 2014 of a proposed interchange on SR-210 at Victoria Avenue. The City is leading the effort to develop a cooperative agreement with the City of San Bernardino, IVDA, and San Manuel to fund the $4 million needed for the project environmental phase.
		8) Coordinate with human services agencies and public schools to reduce duplicate transportation where feasible.		
		9) Prior to permitting connection of roadways from adjacent jurisdictions into the City of Highland, ensure that regional benefits are not achieved at the expense of Highland residents and businesses. Where a potential for negative impacts to Highland residents and business exists, ensure that the agency proposing the connection provides sufficient mitigation such that the connection is not only of regional benefit, but also of benefit to the City of Highland.		Implement during response to project notices and review of encroachment permit applications from adjacent jurisdictions.
Circulation	Goal 3.9 Ensure adequate parking is made available to City residents, visitors, and businesses.			
		1) Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets and alleys for access to the development and its parking.		Implemented through the development review process.
		2) Investigate the implementation of Variable Parking District Overlays along Base Line, Highland Historic District and other areas where appropriate, to encourage the enhancement of existing parking-deficient development.		Developed an enhanced on-street parking concept on Palm Avenue in the Historic District.
		3) Assess the adequacy of existing or proposed on- and off-street parking as needed, especially in urban and commercial areas, to ensure that an adequate supply is provided.		Implemented through the Highland Municipal Code and development review process.
		4) Explore strategies for the management of parking supply, which can include parking fees, metered on-street parking and staggered work schedules.		
		5) Develop strategies for the control of parking demand such as improved transit service, amenities for bicyclists and rideshare vehicles.		Requires new developments to construct bikeways to reduce the need for driving and parking.
		6) Develop strategies for shared parking opportunities in mixed-use and multiple-use development.		
		7) Encourage the use of well-designed, aesthetically enhanced parking structures as an alternative to large, expansive surface parking lots in retail and employment centers.		
Chapter 4 – Public Services and Facilities Element				
Public Services & Facilities	Goal 4.1 Coordinate and balance the provision of public services with development activity to eliminate service gaps,			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	maximize the use of public facilities, provide efficient and economical public services, achieve the equitable and legally defensible sharing of costs of such services and facilities, and maintain adequate service systems capable of meeting the needs of Highland residents.			
		1) Prior to permitting, ensure that all major extensions of services, facilities and utilities are comprehensively reviewed for related social, economic and environmental impacts and identify mitigation measures as appropriate.		On-going. All new development is responsible to construct and pay for their services and share of facilities.
		2) Ensure that proposed development, which requires the extension of public services and facilities, will generate sufficient municipal income to pay for the operations, maintenance and replacement of those services and facilities by the City.		On-going.
		3) Ensure that existing residents and businesses are not burdened with the cost of financing infrastructure aimed at supporting new development or the intensification of existing development.		Development Impact Fees are collected from all new development.
		4) Continue to ensure that public water, sewer, drainage and other facilities needed for a project phase are constructed prior to or concurrent with initial development within that phase, unless otherwise approved by the City.		On-going and coordinated with East Valley Water District on a comprehensive City-wide and project specific basis. The District's Sterling Natural Resources Center water treatment facility is under construction which will improve and expand service.
		5) Continue to make the project sponsor of a proposed development ultimately responsible for ensuring the timely availability of all infrastructure improvements (including system wide improvements) needed to support the development.		On-going as part of land use entitlements.
		6) Continue to require that deficiencies in existing public services and facilities are corrected prior to or concurrent with proposed development.		All public service and facility providers are contacted via mail with a Project Notice and asked to comment on each new development proposal within the City.
		7) Continue to coordinate with public service and utility companies to assure the long-term provision of services including water, wastewater, solid waste, electricity, natural gas and other private utilities (e.g., cable, Internet, telephone) for City residents.		Frequent meetings with East Valley Water District and Southern California Edison related to City-wide service areas.
		8) Continue to direct future growth to areas with adequate existing facilities and services, or areas with adequate facilities and services committed, or areas where public services and facilities can be economically extended.		On-going.
		9) Develop a public facility assessment reporting system as part of the Capital Improvement Program and in accordance with AB 1600 to monitor the capacity of existing facilities to ensure that new developments do not overwhelm existing facilities. The following are guidelines for developing the reporting system: • Identify and understand the demands for services that will be placed on Highland by regional demographic and economic changes. • Monitor the progress of current local development projects, and ensure that public service and facility plans, as well as their forecasts and funding mechanisms, reflect changing conditions. • Track the status of capital improvement program implementation. • Develop a community survey to identify public facility deficiencies and usage.		On-going. Reviewed periodically. CIP regularly monitored & status reported. Participate in SCAG, SANBAG and OmniTrans planning efforts. Fiscal impact analysis reports, which include public service costs, are required for new, large-scale development.
		10) Conduct and maintain an inventory of the availability and adequacy of public services and facilities in coordination with the County and service agencies in the area. Use the information to coordinate capital improvement programs and to make determinations on the adequacy of		On-going. Reviewed periodically. CIP regularly monitored & status reported. Participate in SCAG, SANBAG and OmniTrans planning efforts

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		community facilities.		
		11) Continue to follow the procedures established for the regular exchange of information regarding proposed development and availability and adequacy of public services and facilities.		Local public service providers invited to attend city's pre-application meetings with developers of new projects.
		12) Continue to utilize a proactive approach to assuring that the flow of information between service agencies is maintained.		On-going. Reviewed periodically. CIP regularly monitored & status reported. Participate in SCAG, SANBAG and OmniTrans planning efforts
		13) Utilize performance standards to determine the adequacy of public services and facilities and to establish requirements, fees and exactions provided by new development in the City.		Fiscal impact analysis reports, which include public service costs, are required for new, large-scale development.
		14) Maintain a development review process that places the ultimate responsibility on the project sponsor for ensuring that necessary infrastructure improvements (including system-wide improvements) needed to support new development are, in fact, available at the time they are needed.		Implemented through the entitlement process.
		15) Require the construction of public facilities as a condition of approval for a proposed development if the development exceeds the capacity of existing public facilities to support such development.		Implemented through the entitlement process.
		16) Continue to require that project applicants provide sufficient information in the application process so that the City may comprehensively determine the potential impacts and/or the need for improvements to existing services and facilities to support project buildout consistent with the City's performance.		Implemented through the entitlement process.
		17) Continue to require that all new development pay the applicable Development Impact Fees established by the City Council.		On-going and applied during the entitlement process.
		18) Maintain flexibility in the collection and application of Development Impact Fees to permit the construction of master planned facilities in lieu of fees when the City determines that it is in the public interest to do so.		On-going. DIF fees and policy to be reviewed by the City Council 2023. Current policy permits the deferral of fee payment from permit issuance to occupancy.
		19) Continue to require the construction of public facilities as a condition of approval where the value of the services and facilities needed to support buildout of a proposed development exceed established Development Impact Fees, as consistent with the City's performance standards. Require an agreement with the developer for reimbursement from future development fees for the excess costs. Such reimbursements shall be from future fees collected for the specific excess facilities, which the initial developer was required to construct.		Reviewed with the adoption of City's Bi-annual Budget 2022-2023.
		20) In the event that the performance standards for public services and facilities are not being met, the following conditions shall apply: • Where the performance standards are not being met due to needs created by existing development, the City Council shall adopt in its Capital Improvement Plan a program to ensure that the performance criteria will be met at the earliest possible date. • In instances where the performance standards are being exceeded prior to approval of a proposed development as the result of existing development, require that the proposed development provide such facilities as are necessary to ensure that performance criteria are met for new public facilities and services provided to the development, and that existing public services and facilities are not further downgraded.		
		21) Review the development fee structure, user charges, and mitigation fees every five years in accordance with the provisions of AB 1600 to ensure that the charges are consistent with the costs of improvement and maintenance and that public services and facilities are being expanded in a cost-		DIF fees and policy to be reviewed in 2023.

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
		efficient manner. Utilize the City's performance standards for public services and facilities as the basis for this review.		
		22) Continue to require that planned communities participate in the development of public infrastructure, in addition to the payment of development impact fees, through the following methods: • An approved development agreement for all new specific plan or planned unit development projects that specifies the timing of infrastructure improvements in relation to project development. • An annual review of improvements conducted for all new specific plans and an annual report in a format that can be easily included in the City's infrastructure assessment and reporting system.		Implemented as appropriate. Development Agreements were considered for both the Greenspot Village and Marketplace Specific Plan and prior Harmony Specific Plan.
		23) Continue to proactively monitor and review development proposals in surrounding areas to protect City interests and minimize impacts on the community.		On-going.
		24) Continue to work with the County on a system of requiring appropriate mitigation to ensure that new unincorporated development will not impact services and facilities in the City.		On-going.
		25) Continue to support an assessment district alternative to development impact fees for large-scale developments undergoing urbanization when a single owner or small number of owners is involved, and when it is in the public interest to do so.		Explored these options with the Greenspot Village and Marketplace Specific Plan, and Mediterra Planned Development.
		26) Continue to allow new development and the intensification of existing development only where and when adequate public services and facilities can be provided.		On-going
Public Services & Facilities	Goal 4.2 Provide a water system that produces high quality water, sufficient water pressure and necessary quantities of water to meet domestic demands.			
		1) Continue to work with the East Valley Water District to provide an efficient and economic distribution of adequate water supply and pressure to the District's service areas in Highland.		The City Receives updates from East Valley Water District as they update their Sewer Master Plan and Water Master Plan. Provided input regarding future development needs within Highland.
		2) Ensure a high-quality water supply that meets or exceeds state and federal health standards.		Coordinate with East Valley Water District.
		3) Work with the East Valley Water District and local elected representatives to better define the future availability of water for the Highland community.		Worked closely with East Valley Water District staff to be informed of the ongoing water supply and new mandates issued by the Governor and Water Board. 2022 – EVWD staff invited to the City's Pre-Application meeting with developers so that any water-related issues can be addressed early in the process.
		4) Work with the East Valley Water District to promote water conservation and education programs, such as public education programs available through the Environmental Learning Center in Highland.		In March 2013 the City approved a new East Valley Water District Corporate Campus on Greenspot Road. The project will have a water efficiency demonstration garden. 2022 - East Valley Water District is performing extensive outreach regarding water conservation in light of the state drought and mandates.
Public Services & Facilities	Goal 4.3 Provide a safe and effective sewer system that meets the needs of Highland residents, businesses and visitors.			
		1) Continue an ongoing dialogue with the East Valley Water District regarding funding and scheduling of any additional sewage facilities needed to serve the City.		The City receives updates from East Valley Water District as they update their Sewer Master Plan and Water Master Plan. Provided input regarding future development needs within Highland 2022 – Construction of the District's Sterling Natural Resources Center water treatment plant continues. Corporate office are open.
		2) Work with relevant agencies to determine the long-term supply of reclaimed wastewater and service to potential future uses within the City.		Worked with East Valley Water District to stay informed regarding their development of a future water reclamation facility. 2022 – Construction of the facility continues construction as does the transmission line between SNRC and new water detention facilities, "Weaver

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				Basins" along 5th Street/Greenspot Road.
		3) Encourage Grey Water Recycling, especially for residential use irrigation.		Promoted where available.
Public Services & Facilities	Goal 4.4 Maintain an effective drainage system that protects people and property from overflows and flood disasters.			
		1) Continue to improve any deficiencies in the City's drainage system and address the long-term needs associated with future development to minimize flood damage and adequately direct rainfall and subsequent runoff.		Through CIP program.
		2) Minimize the impact of development on the City's drainage system by reducing the amount of impervious surface associated with new development and encouraging site design features or landscaping that capture runoff. Encourage on-site retention of stormwater and compliance with requirements of the National Pollutant Discharge Elimination System.		Implemented through the City's Municipal NPDES Permit.
Public Services & Facilities	Goal 4.5 Minimize, recycle, and dispose of solid waste in an efficient and environmentally sound manner.			
		1) Ensure that solid waste generated within the City is collected and transported in a cost-effective manner and protects the public's health and safety.		Implemented through the Solid Waste Franchise Agreement.
		2) Continue to support an ongoing dialogue with the County Solid Waste Management on the rail haul access and other regional solutions for long-term limits on local landfill capacity.		Implemented through the City's participation with the County Solid Waste Advisory Task Force.
		3) Reduce the volume of solid waste material sent to landfills by continuing source reduction, recycling and composting programs in compliance with State law and encouraging the participation of all residents and businesses in these programs.		Implemented through the City's Statewide Landfill Diversion Mandates compliance and the Solid Waste Franchise Agreement.
		4) Increase the price paid for recycling glass and plastic from private vendors.		This is State Controlled. Not City's Jurisdiction.
Public Services & Facilities	Goal 4.6 Coordinate with private utility companies to ensure the adequate provision of electricity, natural gas and telecommunication infrastructure to existing and new development.			
		1) Continue to coordinate with the local gas and electric companies on the location and timing of additional energy facilities needed within the City.		On-going during entitlement process.
		2) Coordinate with private utilities to provide Highland residents, schools and businesses with an efficient telecommunications infrastructure, including telephone, cable and high-speed services, such as high-speed Internet.		On-going during entitlement process.
Public Services & Facilities	Goal 4.7 Ensure the provision of adequate law enforcement and police protection services and facilities.			
		1) Ensure that police services, response times, equipment, and the number of police personnel keep pace with growth and the changing needs of the community.		License Plate Reader technology placed at major intersections and on police cars in 2012. Close coordination with Police and Fire Departments regarding services within the Greenspot Village & Marketplace. Level and cost of services analyzed. Specific needs addressed in the Conditions of Approval and Fiscal Impact Analysis.
		2) Maintain and expand crime prevention and other public education programs.		On-going Crime Free Multi Family Housing, Neighborhood Watch, specialty trainings regarding personal safety available to the community at the Sheriff's Department, etc.
		3) Encourage the use of urban design strategies to help prevent crime, when feasible.		On-going through development review process.
		4) Ensure law enforcement services are involved in the development review process.		On-going.
Public Services	Goal 4.8 Ensure the provision of adequate			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
& Facilities	staffing, equipment and facilities to support effective fire protection and emergency medical services that keep pace with growth Policies			
		1) Work with the fire department to ensure that response time standards and a high level of service are maintained.		Continued partnership with San Manuel Band of Mission Indians regarding aerial ladder truck service.
		2) Ensure the City has adequate fire training facilities, equipment and programs for firefighters and inspection personnel, and education programs for the general public.		Phase 2 of the future Fire Station No. 1 is planned to have a training facility (as funding becomes available).
		3) Coordinate and cooperate with the East Valley Water District to maintain and/or upgrade water facilities to ensure adequate water supply is available for fire suppression operations.		Sterling Natural Resources Center continues construction.
		4) Ensure the availability of adequate fire flow prior to the recordation of residential tracts or parcel maps and prior to the issuance of commercial building permits by requiring the testing of all fire hydrants in the vicinity of the project at the applicant's expense. In the absence of adequate flow, require either the installation of onsite fire protection devices or improvements that upgrade the area's water system to accommodate an adequate flow.		On-going through development review process.
		5) Ensure that development in Fire Hazard Zones comply with adequate fire safety standards (e.g., fuel modification zones, perimeter roads, greenbelts, etc.).		On-going as the Fire Marshal and Building & Safety Departments review new development plans.
Public Services & Facilities	Goal 4.9 Maintain cooperative school and public facility planning to ensure the provision of adequate school facilities and quality educational programs in a manner consistent with other City goals and policies on facility location, use, timing, funding, recreational and social joint use programs.			
		1) Continue to coordinate with local school districts on resolving issues such as joint use facilities, new facility locations and alternative use of vacant or underutilized sites in the City.		Continue to utilize joint use facility agreements at both San Bernardino City and Redlands Unified School Districts for outdoor recreation activities and indoor facilities needed for After School Activity Programs. 2022 – Resumption of the YMCA After School Program following COVID restrictions. Sponsored in part by the City at two elementary schools.
		2) Require that new development provide the necessary funding and/or resources to establish school facilities commensurate with the impact of development on school services. In cases where existing school capacity does not support new development, require the implementation of appropriate funding mechanisms, as permitted by law, to ensure the availability of adequate school facilities. Potential financing avenues include: • A contract with the developer to provide funds for schools • Land dedications • Lease back turnkey program • Special assessment district financing, such as Mello-Roos Community Facilities Districts, for the proposed area of development.		Work with the Redlands and San Bernardino City Unified School Districts as projects are considered and during the District's annual facilities needs assessment.
		3) Encourage that all school impact fees collected from development projects be allocated toward the acquisition of land and construction of schools that serve the residents of those projects.		On-going
		4) Continue to coordinate development activity with local school districts by: • Participating with local school districts in joint planning efforts; • Establishing a joint task force comprised of representatives from the City, school district and development community to identify additional means of funding school construction; • Notifying school districts of proposed development applications early in the review process; • Requesting that school districts indicate the		On-going with each development proposal.

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General Plan Element:	Goals:	Policies:	Actions:	
		level of facilities available to serve development projects requiring discretionary review; and • Establishing a clear methodology for determining the impacts of development on the school facilities in the City.		
		5) Continue to work with local school Plan of Schools that outlines specific sites needed to meet the future demand for school facilities.		
		6) Explore the possibility of locating a major institution of higher learning in Highland.		Unsuccessful to date.
Public Services & Facilities	Goal 4.10 Ensure the continued development of cultural facilities and the provision of social services for Highland residents.			
		1) Encourage the development of cultural facilities in the City, especially in districts such as the Town Center and Historic District.		Work with the Highland Area Historical Society and Chamber of Commerce to consider sites for a future museum/Chamber office combined facility.
		2) Continue to work with surrounding jurisdictions to ensure the availability of regional cultural facilities to Highland residents.		No action
		3) Work with the County of San Bernardino to secure the availability of social services to Highland residents.		On-going
Chapter 5 – Conservation Open Space Element				
Conservation Open Space	Goal 5.1 Preserve, maintain and create views and vistas throughout the community to enhance the visual experience of Highland.			
		1) Incorporate view corridor planning in related development efforts and capital improvement programs.		Base Line and Greenspot Road Beautification Projects complete. 2016/2021 View corridors considered during planning of the Mediterra Planned Development.
		2) Along roadway-based view corridors, frame views of attractive features of the natural and built environment with appropriately placed median and street tree landscaping. Use of fire-resistant vegetation and ample spacing between trees and shrubs is encouraged to reduce the spread of fires.		Base Line and Greenspot Road Beautification Projects complete. 2016/2021 View corridors considered during planning of the Mediterra Planned Development, Beazer and Mastercraft 42.
		3) Enforce hillside development standards that call for natural contour grading, environmentally sensitive design, shape and siting techniques, and fire-retardant building materials.		The Mediterra Planned Development incorporates hillside development standards.
		4) Work with San Bernardino County and the City of San Bernardino to develop consistent regulations for the protection of ridgelines, slope areas and hilltops within the surrounding foothill communities.		On-going.
		5) Require that all excess excavated material (waste materials) be properly removed and disposed of or otherwise reincorporated into the development plan without compromising natural contours or aesthetic qualities of the site.		Diversified-Pacific Tract 18935, 2015-2018.
		6) Require that hillside development be located below ridgelines and that structures themselves and accompanying landscaping conceal cut slopes and grading.		The Mediterra Planned Development incorporates hillside development standards.
		7) Encourage developers in high slope gradient areas to use raised floor systems and stepped footages to leave slope contours in a more natural state.		On-going.
		8) Retain existing vegetation within or alongside hillside development areas except		On-going.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		where such vegetation poses a risk to buildings in high fire hazard zones (see Goal 6.5, Public Health and Safety Element). Use native, fire resistant, drought-tolerant plant material in fuel modification areas when existing vegetation can not be retained.		
		9) Preserve mature trees, natural hydrology, native plant materials and areas of visual interest.		On-going. Most recent example is Mediterra where the open space to the north was preserved in perpetuity with access along 1N16 fire road and Pines Park was established to maintain a public interface with the native materials in which to relax and enjoy the natural environment.
		10) Work with San Bernardino County and the City of San Bernardino to protect scenic resources located outside of the City, such as prominent ridges, slopes and hilltops.		Mediterra – access to 1N16 fire road was preserved for access to the San Bernardino Mountains and to preserve the scenic resources.
		11) Enact provisions in the municipal code to minimize soil erosion, restore natural drainage surfaces, attenuate slope instability and reduce the amount of impermeable surface.		On-going.
		12) Index the percentage of impermeable surface to slope gradient.		On-going as needed.
		13) Develop different water-retention standards for single dwellings and larger tracts. Subdivisions should have overall implementation and water-retention strategies.		Implementing through the City's NPDES / WQMP Guidelines. In July 2010 the City adopted its own Water Efficient Landscaping Ordinance modeled after the States Model Ordinance. These are updated as needed and required by the State.
Conservation Open Space	Goal 5.2 Achieve an orderly transition from agricultural uses to low-density residential /equestrian uses.			
		1) Ensure that farmlands converted to other uses are consistent with the East Highlands Ranch Planned Development.		Mitigation measures for Mediterra Planned Developments and Mitigation measures for the Greenspot Rd/Pole Line General Plan Amendment and Zone Change ensured consistency with farmland conversion policy.
		2) Incorporate appropriate land use transitions and buffering techniques into new development.		On-going. Efforts made to allow seasonal farm stands (pumpkin patch and Christmas tree farms) on agricultural lots adjacent to single family homes with the appropriate mitigation.
		3) Incorporate appropriate edge treatment between the agricultural/equestrian uses and higher density residential uses through landscaped buffers, greenbelts, view fencing and parkways.		On-going as needed.
		4) Preserve visual reminders of the City's agricultural heritage in park design, buffer zones, public use areas and landscape plans.		East Highlands Ranch preserved a small orange grove near the "Natural Parkland" at the terminus of Base Line. The City's Aurantia Park contains and will retain a 1 acre citrus grove.
Conservation Open Space	Goal 5.3 Continue to work with the East Valley Water District to meet the current and future water needs of its residents (see Public Services and Facilities Element, Section 4.2).			
		1) To the extent possible, preserve floodplain and aquifer recharge areas in their natural condition.		Adoption of the Upper Santa Ana River Basin and Land Management Plan in 2009 (Plan B).
		2) Continue to coordinate water resource policy with the East Valley Water District and other relevant agencies.		On-going.
		3) Expand outreach efforts, through the Environmental Learning Center and City-sponsored publications, to educate the public on water supply and water quality issues.		On-going. In March 2013, City approved a new East Valley Water District Campus with water efficient demonstration gardens. Similar efforts are being made to incorporate these features into the Sterling Natural Resources Center water reclamation plant on 6th Street and Del Rosa. On-going extensive outreach by East Valley Water District related to the state drought and subsequent water conservation mandates.
Conservation Open Space	Goal 5.4 Continue to preserve and enhance the water quality and natural habitat of its waterways.			
		1) In coordination with the East Valley Water District and the County of San Bernardino, continue to maintain and improve the hydrology and natural quality of the watersheds of Bledsoe Creek, Plunge Creek, Elder Gulch City Creek, Sand Creek, Warm Creek, Old City Creek Overflow Channel, Bald Ridge Creek, Santa Ana Canyon and the Santa		On-going. In March of 2019, San Bernardino County Flood Control District completed construction of channel improvements at the confluence of Sand Creek and Warm Creek located north of Base Line and west of Victoria Avenue. The construction cost was $2.4 million. These channel improvements provide proper convenance of runoff flows, reduce bank erosion and

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		Ana River.		protect against flooding.
		2) Review and revise, as necessary, zoning and subdivision ordinance provisions related to protection of the City's watersheds, especially in areas that abut creek systems and natural vegetation and open space areas, to enhance the natural appearance of watershed areas without compromising flood control and safety considerations.		Updated City's Floodplain Ordinance in 2009.
		3) Cooperate with other agencies and participate in multijurisdictional efforts to improve watershed management practices.		Adopted the Upper Santa River Basin and Land Management Plan in 2009 (Plan B). Continuing to coordinate SAWPA.
		4) Reevaluate the effect of engineering practices and specifications relative to storm channel design to avoid their appearance as "concrete ditches."		
Conservation Open Space	Goal 5.5 Continue to reduce urban runoff.			
		1) Use water quality best management practices (BMPs) in land planning, project-level site planning and procedural requirements as part of the Storm Water Quality Management Plan.		On-going. Implemented through the City's NPDES permit.
		2) Require best management practices for all parking lots and paved storage areas within industrial and commercial zones, for the City's street network, and within the City's parks and other civic facilities.		Continue annual water quality training for all City staff in development-related departments. Emphasis on new State and County regulations and permits.
		3) Require site design practices that capture and channel specified percentages of rainfall and other runoff to permeable surfaces.		The City's Public Services and Engineering Departments ensure compliance with state guidelines related to LIDs and BMPs.
		4) Conduct community outreach programs, in conjunction with the local water agency, to educate the public about reducing urban runoff.		Distribute information to public at local events such as the Citrus Harvest Festival and Discover Highland Night. (3/26/22)
		5) Develop an informational brochure for residents and developers summarizing best management practices for reducing urban runoff.		Packet available at public counter and online.
		6) Retain water on site through the use of attractively landscaped retention basins and other measures to replenish aquifers.		Will be utilized on a large scale in the Mediterra Planned Development, Diversified Pacific, Beazar and Mastercraft 42.
Conservation Open Space	Goal 5.6 Monitor and strengthen Highland's water conservation practices.			
		1) Continue to inspect, maintain and enhance City facilities for water conservation purposes.		On-going. Adoption of State Water Model Ordinance (July 2010). Drought and conservation information provided by East Valley Water District made available on the City's website. City installed water-efficient landscape materials and irrigation during prior drought throughout its facilities and right-of-way (2016).
		2) Continue interdepartmental coordination of water use and conservation policies to improve City-facility water use.		On-going. Adoption of State Water Model Ordinance (July 2010). Drought tolerant landscaping and irrigation in all LMD's, R-O-W, Parks and Medians. City installed water-efficient landscape materials and irrigation during prior drought throughout its facilities and right-of-way (2016).
		3) Continue to specify and install water-conserving plumbing fixtures and fittings in public facilities such as parks, community centers and government buildings in accordance with Title 24 of the California Code of Regulations.		On-going. Adoption of State Water Model Ordinance (July 2010). City installed water-efficient landscape materials and irrigation during prior drought throughout its facilities and right-of-way (2016).
		4) Continue and expand water conservation outreach programs, in coordination with EVWD, to local schools, the public and the development community through the Environmental Learning Center, webpage links, incentive programs and community events.		On-going. Adoption of State Water Model Ordinance (July 2010).
		5) Ensure that the latest water-saving technologies for domestic and landscaping uses are incorporated into new developments or retrofitted into existing developments where intensification is proposed.		On-going. Adoption of State Water Model Ordinance (July 2010). City complying with the Governor's executive order and subsequent legislation regarding drought.
		6) Encourage the use of drought-tolerant plants and water-efficient landscape design.		On-going. Adoption of State Water Model Ordinance (July 2010). East Valley Water District is actively promoting.
		7) Encourage alternatives to lawns and turf uses, except for parks, playing fields, children's play areas and other specialized uses.		On-going. Adoption of State Water Model Ordinance (July 2010). East Valley Water District is actively promoting.
		8) In general, work to reduce turf		On-going. Adoption of State Water Model Ordinance

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General Plan Element:	Goals:	Policies:	Actions:	
		landscaping. Where domestic water supplies are used in the irrigation of turf areas, encourage the use of tall fescue varieties or other warm season turf.		(July 2010).
		9) Consider underground irrigation techniques to conserve water.		On-going. Adoption of State Water Model Ordinance (July 2010).
		10) To the extent possible, require the preservation of existing native trees and shrubs.		On-going. Adoption of State Water Model Ordinance (July 2010).
		11) Within each model home complex, require that homes incorporate a specified amount of drought-tolerant landscaping.		On-going. Adoption of State Water Model Ordinance (July 2010).
		12) Require residential builders to provide information, including a plant palette of xeriscape species, to prospective buyers of new homes within the City of Highland regarding drought-tolerant planting concepts.		On-going. Adoption of State Water Model Ordinance (July 2010).
		13) Where possible, require the extensive use of mulch in landscape areas to improve the water-holding capacity of the soil by reducing evaporation and soil compaction.		On-going. Adoption of State Water Model Ordinance (July 2010).
		14) In new developments require, and in existing uses encourage, the installation of efficient irrigation systems that minimize runoff and evaporation. Such systems include: • Drip irrigation • Soil moisture sensors • Automatic irrigation systems with appropriate timing devices to minimize evaporation. • Subsurface, or underground, irrigation.		On-going. Adoption of State Water Model Ordinance (July 2010). 2022 & Ongoing – all development projects are reviewed by the City's Landscape Architect to ensure the best practices are utilized and that all local, regional and state regulations are followed. State MWELO reports are submitted annually.
		15) Establish landscape maintenance districts along streets for water conservation purposes.		On-going. Adoption of State Water Model Ordinance (July 2010). City installed water-efficient landscape materials and irrigation during prior drought throughout its facilities, right-of-way and LMDs.
Conservation Open Space	Goal 5.7 Maintain, protect and preserve biologically significant habitats, including riparian areas, woodlands and other areas of natural significance.			
		1) Continue participation, in cooperation with relevant agencies and jurisdictions, in the preparation, planning and implementation of Habitat Conservation Plans and preservation areas.		Adopted of the Upper Santa River Basin and Land Management Plan in 2009 (Plan B).
		2) Ensure that all development, including roads proposed adjacent to riparian and other biologically sensitive habitat, avoid significant impacts to such areas.		On-going.
		3) Require that new development proposed in such locations be designed to: • Minimize or eliminate the potential for unauthorized entry into the sensitive area; • Create buffer areas adjacent to the sensitive area, incorporating the most passive uses of the adjacent property; • Protect the visual seclusion of forage areas from road intrusion by providing vegetative buffering; • Provide wildlife movement linkages to water sources and other habitat areas; • Provide native vegetation that can be used by wildlife for cover along roadsides; and • Protect wildlife crossings and corridors.		On-going.
		4) Design lighting systems so as to avoid intrusion of night lighting into the sensitive area.		On-going. Standard Planning Division Conditions of Approval for development projects. Required Photometrics plan must show the illumination levels and spread as not to allow intrusion or irritation.
		5) As part of the environmental review process, require that projects determined to be located within a biologically sensitive area prepare documentation on the impacts of such development along with mitigation and mitigation monitoring programs.		On-going. Standard Planning Division Conditions of Approval for development projects. Required Photometrics plan must show the illumination levels and spread as not to allow intrusion or irritation. 2020/2021/2022 – Most recent projects include the 7-11 Store at the southwest corner of Greenspot Road and Boulder Avenue and the TREH Partners development in the GVMP Specific Plan.
		6) Ensure that required biological assessments are conducted in cooperation with the California Department of Fish and Game and the U.S. Fish and Wildlife Service.		On-going. Beginning in 2017, the City and developers have been invited to a monthly meeting share proposed project with the State and Federal Resources Agencies. Four such meetings have taken place. The Agencies provide preliminary comments to ensure ongoing compliance and quality projects.

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
				2022 – Ongoing discussions with CDFW and USFWS regarding the TREH and Blossom Trails projects.
		7) Within existing natural and naturalized areas, preserve existing mature trees and vegetation.		On-going. Standard Planning Division Conditions of Approval for development projects.
		8) Within rural and hillside residential areas, permit only such natural vegetation to be removed as is necessary to locate home sites, construct access roads and ensure fire safety.		On-going.
		9) Enforce requirements that healthy, mature individual specimen trees be preserved in place, as per the City Municipal Code.		Implemented through the Heritage Tree Preservation Ordinance and Planning Conditions of Approval.
		10) Require builders and developers to prune, treat and maintain existing trees and plant new ones within future rights-of-way, public lands, common areas and development projects.		Implemented through the Heritage Tree Preservation Ordinance and Planning Conditions of Approval.
		11) Enforce the tree preservation ordinance as a means of managing the preservation of trees and their removal, where necessary.		Implemented through the Heritage Tree Preservation Ordinance and good planning practices.
		12) Require replacement at a 2:1 ratio of all mature trees (those with 24-inch diameters or greater measured 4½ feet above the ground) that are removed.		Implemented through the Heritage Tree Preservation Ordinance and Planning Conditions of Approval.
		13) Develop an outreach program to schools and the community about the preservation and management of the City's rich biological resources.		To be implemented as part of City's New Natural Parkland Environmental Interpretive Project (commencing in 2012).
Conservation Open Space	Goal 5.8 Protect, document and minimize disruption of sites that have archaeological significance.			
		1) Avoid significant impacts in all new developments within areas determined to be archaeologically sensitive through the following measures: • Conduct an archaeological records search with the Archaeological Information Center in order to identify potential on-site sensitivities; • In cooperation with a qualified archaeologist, develop mitigation measures for projects found to be located in or near sensitive areas or sites; and • Require that environmental review be conducted for all applications within the area designated as archaeologically sensitive, including but not limited to grading, earth moving and stockpiling, and building and demolition permits.		On-going. Standard Condition of Approval for all new land use entitlements. CEQA checklist updated to include Tribal Cultural Resources and other newly effected subjects.
		2) Include the following statement as a condition of approval on all development projects: "If cultural resources are discovered during project construction, all work in the area of the find shall cease, and a qualified archaeologist shall be retained by the project sponsor to investigate the find, and to make recommendations on its disposition. If human remains are encountered during construction, all work shall cease and the San Bernardino County Coroner's Office shall be contacted pursuant to Health and Safety Code provisions."		On-going. Standard Conditions of Approval for all new land use entitlements. CEQA checklist updated to include Tribal Cultural Resources and other newly effected subjects.
		3) Coordinate with the San Manuel Band of Mission Indians when proposals for development projects are filed within the Areas of Sensitivity for Archaeological Resources (illustrated in Figure 5.2) through the following actions: • Notify the San Manuel Band of Mission Indians via notification mailings about proposed projects in archaeologically sensitive areas; and • Invite comments and suggestions to be forwarded to City staff and appropriate decision makers to aid the preservation and development review processes.		On-going. CEQA checklist updated to include Tribal Cultural Resources and other newly effected subjects.
Conservation Open Space	Goal 5.9 Manage mineral resources and extraction policies for short and long term safety, economic and land use compatibility considerations.			
		1) Identify any significant mineral resources		Adopted the Upper Santa River Basin and Land

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General Plan Element:	Goals:	Policies:	Actions:	
		within the City and, as feasible, protect them from encroachment by residential or other incompatible development, for future use.		Management Plan in 2009 (Plan B).
		2) Adopt policies and procedures for mining and processing of mineral resources.		Implementation of SMARA Ordinance.
		3) Develop criteria for location and operation of mineral processing to minimize adverse impacts to the environment, watersheds, wildlife, aesthetic resources, public health and safety, and adjacent land uses.		Implementation of SMARA Ordinance. Adopted the Upper Santa River Basin and Land Management Plan in 2009 (Plan B).
		4) Establish and implement Mining Reclamation Plans for any proposed mining operations in compliance with existing local, state and federal policies and statutes. Review land development proposals near resource areas or mining operations for land use compatibility.		Adopted the Upper Santa River Basin and Land Management Plan in 2009 (Plan B). CUP/Reclamation Plan for CEMEX & Robertson's RM adopted in June 2009.
		5) Require that mining plans include, but not be limited to the following: • Effects on terrain, natural and man-made slopes, permeability of soil, groundwater quality; • Protection of water quality through erosion, runoff and sedimentation control; • Protection of wildlife; • Control of noise, dust, vibration, smoke, odors and lighting; • Plans for rehabilitation and reclamation of lands; and • Proposed timing of extraction and reclamation activities • Offsite routes of travel.		Adopted the Upper Santa River Basin and Land Management Plan in 2009 (Plan B). CUP/Reclamation Plan for CEMEX & Robertson's RM adopted in June 2009.
		6) Investigate the adoption of a reclamation fee program designed to mitigate remaining scars from previous quarry operations.		Adopted of the Upper Santa River Basin and Land Management Plan in 2009 (Plan B). CUP/Reclamation Plan for CEMEX & Robertson's RM adopted in June 2009.
		7) Pursue and implement a joint-powers agreement with adjacent cities and involved agencies for the management of natural resources located in the Santa Ana River Wash.		Adopted of the Upper Santa River Basin and Land Management Plan in 2009 (Plan B). CUP/Reclamation Plan for CEMEX & Robertson's RM adopted in June 2009. Agreement with the City of Redlands for SMARA compliance.
		8) Permit non-mining uses within the designated Open Space District only if a finding is made that no significant impacts on future regional mineral resources will result from project approval.		On-going.
Conservation Open Space	Goal 5.10 Maintain a high-quality system of parks that meet the needs of all segments of the community.			
		1) Develop and periodically update a Parks and Recreation Master Plan, with direction from the Planning Commission and City Council, to identify specific future sites for additional parks and recreational open space.		On-going effort by Community Trails Staff and Commission to update and improve City Trails and Trails Master Plan. 2020 – The City Council amended the rules and responsibilities of the City's Boards and Commissions, granting to the Planning Commission the responsibility of trail and park planning as they relate to new development and the Trails Committee to manage updating Master Plans.
		2) Supplement existing development fee program for parkland acquisition with other funding sources, grants and programs (fee sponsors, corporate sponsors, fund raising, for example).		"Mile Makers" and "Corporate Sponsorship" program initiated in March 2010.
		3) Use the redevelopment process for the selection, acquisition and funding of additional parkland in western portions of the City.		Redevelopment Agencies dissolved by the State of California in 2012.
		4) Prepare a phased strategy for developing new facilities.		Implemented through the City's Work Program and Budgeting process.
		5) Assess areas of potential annexation into the City and, if necessary, negotiate an agreement with the County of San Bernardino to provide parks meeting City standards within areas of eventual annexation into the City.		Merged parcel in County (sphere of influence) north of East Highlands Ranch with natural open space parcels located within the East Highlands Ranch PUD (2009).
		6) Conduct periodic assessments of park and recreation facilities and services, including user surveys.		On-going.
		7) Provide handicap access to all parks.		On-going.
		8) Develop a multi-dimensional recreation program for all citizen groups in Highland including exercise, arts and crafts and cultural enrichment.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		9) Provide a variety of activity options,		City Council Work Program Item for 3rd Quarter 2010 –

General Plan Element:	Goals:	Policies:	Actions:	Implementation & Progress:
		including active and passive uses, within each park.		adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		10) Study the desirability of developing "specialty parks" such as skate, dirt bike, fishing and art parks.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		11) Evaluate the facilities and amenities of all City parks as part of the periodic update of the Parks and Recreation Master Plan.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		12) Conduct periodic user surveys on the design of public parks.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		13) Conduct service-area based design charettes with community members on park design.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		14) Give priority to the acquisition of large parcels for the development of Community Parks that accommodate athletic fields.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		15) Encourage design competitions for new and remodeled parks.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		16) Continue to implement the local park ordinance through developer dedication of parkland or in-lieu fees.		Established and on-going.
		17) Require that new specific plans and planned unit developments (PUDs) incorporate sufficient park and recreation facilities along with natural open space areas, where appropriate, to serve the needs of their future residents.		On-going. 2016/2021 Implemented in the Mediterra Planned Development, Mastercraft 42 at Base Line & Club View, Woodcrest/Tractor Supply, TREH, and KZ Holdings projects.
		18) Given the residential focus in Highland, increase park standard acreage ratios above state required minimums.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		19) Connect newly developed parks, wherever practical, to the existing and future bicycle and recreational trail system.		On-going. 2016/2022 Implemented in Mediterra Planned Development and Mastercraft 42 to connect to City trail system.
		20) Initiate a long-term program to correct park deficiencies.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		21) Adopt a density bonus program for development that includes usable park and open space lands above the City-required standard.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		22) Develop recreational opportunities within the Greenspot area.		On-going as opportunity presents itself within the corridor; Mediterra Planned Development contains two parks and a trail link to the local North Fork Trail as well as the USFS 1N16.
		23) Design parks in accordance with contemporary safety standards and "CPTED" (Crime Prevention Through Environmental Design) principles.		On-going. City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		24) Periodically evaluate parks for safety and maintenance.		On-going daily/weekly by Public Works staff.
		25) Conduct evaluation of park improvements to test for safety compliance, crime prevention and effective maintenance.		Ongoing by City's Public Works staff. A new safety fence is proposed at Highland Community Park. Planned for installation in 2023.
		26) Pursue joint public/private development of recreation facilities, especially in areas where joint development would maximize use of existing facilities, as well as add new land to the facility.		City currently has joint use with Beattie Middle School/Highland Grove Elementary School and is currently researching opportunities within the San Bernardino City Unified School District.
		27) Develop and implement a facilities plan that indicates the potential development of recreational facilities, their costs and implementation at selected school sites.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (tabled due to lack of funding in July 2010).
		28) Establish clear policies about the proper community use of school facilities including maintenance, scheduling, fees and regulations.		Ongoing.
		29) Locate parks and recreation facilities within convenient walking and biking distance of all neighborhoods.		Citywide. Implemented of the Mediterra Planned Development – Mediterra and Pines Park and Mastercraft 42.
		30) Integrate park and recreation facilities with existing and future trail and bikeways, wherever practical.		Citywide. Implemented in the Mediterra Planned Development – Paseo Ramblas walking path and par course, 1N16.
		31) Prepare templates for proper on and off-site signage for all parks.		Ongoing by City Planning Division assigned to the Community Trails Committee.
Conservation Open Space	Goal 5.11 Provide excellent opportunities and facilities for hiking, equestrian and bicycle use through the Multi-Use Trail Master Plan.			
		1) Require, where appropriate, that residential, commercial and industrial		On-going.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		developments within the City dedicate and construct trail links within their boundaries as part of the Multi-Use Trail Master Plan.		Mediterra and Diversified's development along Aplin Street, north of Santa Ana Canyon and at Mastercraft 42.
		2) Provide equestrian, bicycling and pedestrian staging areas consistent with plan standards.		Natural Parkland and interpretive sign program completed in 2014.
		3) Support the acquisition of trail rights-of-way through dedication in conjunction with development activity or acts of philanthropy that occur prior to adoption of a route plan.		On-going. Kiel property dedicated in 2017. Portions of the Aplin Trail were dedicated and constructed with the development of the Diversified Tract (2016-2018). Portions of North Fork Trail dedicated with the Tentative Tract Map approval of Mediterra Planned Development (2016).
		4) Where possible, locate trail easements within City-required landscaping or other easements.		On-going with each prospective residential tract or commercial development (where applicable).
		5) Preserve, to the extent possible, existing formal and informal trail routes in the City, in particular routes that provide major northsouth and east-west access.		On-going. Work on other Flood Control access for trails. Incorporation of the federal and local City trails incorporated into the Mediterra Planned Development.
		6) Where an established trail is jeopardized by impending development or subdivision activity, require the dedication of trail easements, where appropriate, to establish a planned trail system alignment.		On-going. Incorporation of federal and local City trails incorporated into the Mediterra Mediterra Planned Development. City will ensure this is accomplished with future development of the Seven Oaks Policy Area which will preserve a direct connection to the Santa Ana River Trail.
		7) Require proposed development adjacent to trail systems to dedicate land for trailhead access points.		On-going. Incorporation of federal and local City trails incorporated into the Mediterra Mediterra Planned Development.
		8) Where feasible, use active and abandoned roads, flood control, utility and railroad rights-of-way, and other easements for potential sites for expanded trail use.		Natural Parkland and interpretive trail completed in 2014. 2022 - Link from Beazer's residential tract to the trail to the north (EVWD right of way).
		9) Refine, adopt and implement the Multi-Use Trails Master Plan to include, at a minimum, the following: • Indication of an exact trail location (e.g., which side of street, channel, etc.); • Identification of each trail with a name, approximate length and type; • Specific design standards for each trail; • Identification of logical rest areas and facilities; • Establishment of sign standards and locations for the various types of trails; and • Suggested funding sources and implementation strategies.		On-going. Community Trails Committee adopted a Work Program to prioritize projects inclusive of grant research (adopted most recently in 2018).
		10) Work with local, state and federal agencies; adjoining cities and jurisdictions; interest groups; and private landowners, in an effort to promote a Citywide trail system, and to secure trail access through purchase, easement, or by other means.		On-going.
		11) Locate trail linkages to minimize conflicts with motorized traffic.		On-going.
Conservation Open Space	Goal 5.12 Develop and maintain trail and bikeway connections to recreational facilities, schools, existing transportation routes, natural features and regional trail systems.			
		1) Provide trail connections between and/or along the major city and surrounding regional facilities, sites and features indicated on the Multi-Use Trails Master Plan.		On-going. Continue coordination with the Santa Ana River Trail. 2021 – Approved Active Transportation Plan by City Council in early 2021.
		2) Provide bicycle and pedestrian trails along major home-to-work, home-to-school and other travel routes, where appropriate.		On-going. Orange Street and Alabama Bikeways. 2021 – Approved Active Transportation Plan by City Council in early 2021.
		3) Seek to construct or assist in the construction of those portions of the San Bernardino County Regional Trail system that are located within Highland.		On-going, especially with respect to the Santa Ana River Trail as the County continues east with its development within the City of San Bernardino and Redlands to the south.
		4) Require the dedication of trail easements, where appropriate, for establishing a planned trails system alignment, or where an established trail is jeopardized by impending development or subdivision activity.		On-going. City conditions project for the dedication of easements during the development process.
		5) Where possible, designate and design new trail development near transit routes or heavily traveled areas.		On-going. 2021 – Approved Active Transportation Plan by City Council in early 2021.

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General Plan Element:	Goals:	Policies:	Actions:	
Conservation Open Space	Goal 5.13 Ensure the maximum safety and enjoyment of all trail system users.			
		1) Establish an educational program that will protect the health and safety of trail users by encouraging proper etiquette and procedures.		Trails Map and Information available on City's webpage. Adopt a Trail Program.
		2) Access should be provided to the maximum extent feasible to trail users of all abilities and all ages.		On-going. Develop new trail standard to provide hard finish surface for select trail segments.
		3) Adopt the following hierarchy of users on the City's trail system: • Bicyclists must yield right-of-way to all other users. • Runners must yield to hikers and equestrians (note: horses should not be on trails predominantly intended for bikes and pedestrians). • Hikers must yield to equestrians.		On-going.
		4) Implement two general levels of trail use: • Low Use and Natural Area: Standards shall apply to sections of the trail where terrain, remoteness, expected low usage, easement, or other restrictions make larger, multiple trails infeasible. • Urban (Maximum Accessibility): Standards define a relative flat, wide trail for use where little physical challenge is required and where wheelchair access can be accomplished. The grades are low, and the trail is wide and compacted or surfaced.		On-going. Develop new trail standard to provide hard finish surface for select trail segments.
		5) Require that cyclists adhere to the following requirements: • Alert hikers and equestrians of their presence. • Travel no faster than 15 mph, unless conditions warrant reduced speed. • Slow to 5 mph when passing and dismount when necessary.		On-going.
		6) Promote adherence to the following code of off-road bicycling responsibility, as developed by the International Mountain Bicycling Association: • Ride on open trails only. • Control your bicycle. • Always yield trail. • Never spook animals. • Leave no trace. • Plan Ahead.		On-going.
		7) Maintain adequate line-of-sight on multiple use trails as determined by the City Engineer.		On-going.
		8) Incorporate, where feasible and without compromising safety, all compatible multiple uses on a single trail.		On-going.
		9) Where a single trail is not feasible or there is heavy use, provide alternate or parallel routes and/or design separate, dual trails.		On-going.
		10) Allow ample space in right-of-way for safe passage of users, for signing, fencing, separation of trails, trailheads and where appropriate, landscaping.		On-going.
		11) For trails in developed areas, provide a setback of at least 5 feet so that trail fence can be set back from the curb and planting strip.		On-going.
		12) Along narrow equestrian/hiking trails (less than 6 feet wide) with steep side slopes (greater than 30 percent), provide passing areas at regular intervals to allow hikers and other equestrians to pass.		On-going.
		13) Inform all trail users of the system's etiquette requirements through trailhead signs.		On-going.
		14) Reserve the right to temporarily close trails for safety and maintenance reasons, and post signs at convenient locations and outlets indicating the extent and probable length of closure.		On-going.
Conservation Open Space	Goal 5.14 Maintain and enhance the trail system's clear and informative signage.			
		1) Continue to use consistent and established sign styles and other symbols, for the trails system.		On-going. New mile markers installed along Shelton trail by volunteers in keeping with the City's established style (2018). Interpretive signs along the Natural Parkland Trail and at the Santa Ana River Bridge utilize

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				a consistent design as well.
		2) To the extent possible, develop signs that use easily identifiable symbols, natural materials and colors, and vandal-resistant construction.		On-going. Mile markers installed in 2018 made of natural wood, stained for durability and marked with bright yellow paint.
		3) Place signs in clearly visible areas such as at access points, trail heads, rest facilities and road crossings.		On-going. Most recent examples are at the Natural Parkland Trail, Shelton Trail and Santa Ana River Bridge (2014-2018).
		4) Use positive rather than negative language, emphasizing permitted activities rather than extensive "No!" signing, where appropriate.		On-going. Currently working on City Creek Trail signs that will utilize this policy.
		5) Relate the number of signs to trail usage. More signage is appropriate in urban or high-use areas rather than natural or low use areas.		On-going.
		6) Develop a highly informative sign program incorporating such information as: • Destinations and mileage indicators along the trail route; • Connections to other trails and community facilities; • Areas where access is hazardous or restricted; • Areas in which dogs or other animals are not allowed; • Educational exhibits and informational displays; • Delineation of private property adjacent to trails; • Habitat restoration along or near trails; • Recognition of areas dedicated to or sponsored by an organization or individual; • Vista points, pullouts, or rest stops; • Etiquette or permitted and nonpermitted uses; and • Speed limits for bicyclists and equestrians.		Trails Map available on the City's webpage. Natural Parkland Signage Program planning completed. Signs installed in 2014. Community Trails Committee approved a Work Program and includes these goals an policies to be implemented.
Conservation Open Space	Goal 5.15 Develop a multi-faceted program of trail maintenance with public and private participation.			
		1) Monitor public use of trail system on a regular basis so that maintenance issues can be addressed on a timely basis.		"Adopted a Trail" program information available on the City's webpage.
		2) Enforce trail regulations as a means of controlling trail use, and ensure that regulations for different trail segments within various jurisdictions do not conflict.		On-going.
		3) Develop a program to enlist volunteers and volunteer organizations on trail development, operations and maintenance, education, and enforcement activities.		"Adopted a Trail" program information available on the City's webpage.
		4) Locate trailheads in areas of high visibility and access.		On-going.
		5) Develop or open to public use trails and/or easements only after a public agency (which may be the City of Highland) or private organization agrees to accept maintenance and liability responsibilities.		On-going.
		6) Conduct a feasibility study of a possible off-road vehicle park or recreation area.		City Council Work Program Item for 3rd Quarter 2010 – adoption of "Parks and Recreation Master Plan" (postponed due to lack of funding).
		7) Maintain an up-to-date map of all existing and proposed dedicated public trail easements in the General Plan.		Trails Map available on the City's webpage.
		8) Ensure that all proposed trails leading from the City into the San Bernardino National Forest are coordinated with the San Bernardino National Forest Service and consistent with the County of San Bernardino National Forest Land and Resource Management Plan.		On-going. Trails Map available on the City's webpage.
Conservation Open Space	Goal 5.16 Continue to encourage, support and adopt energy-conservation practices.			
		1) Consolidate and adopt energy-saving practices for all City departments.		Solar panels installed on roof of City's Environmental Learning Center. Solar panels installed on roof of City Hall and new Police Station in 2011.
		2) Monitor energy usage for all City facilities.		On-going.
		3) Provide information on free energy audits for the public given by public utilities.		Ongoing.
		4) Distribute energy-conservation information, in both English and Spanish, to residents and businesses through:		Ongoing.

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General Plan Element:	Goals:	Policies:	Actions:	
		• Links to energy agencies and utilities on City's homepage • Brochures available at City Hall and other public facilities • Information and tips on utility bills. • Outreach programs to schools and businesses. • Environmental Learning Center.		
		5) Coordinate energy-related policies and actions with local utilities and energy agencies.		PACE program MOU approved with SANBAG on April 2013. City entered into JPA with Ygrene PACE provider separately in 2016. Program currently suspended.
Conservation Open Space	Goal 5.17 Encourage site design practices that reduce and conserve energy use.			
		1) Encourage energy and environmentally sustainable designs such as "Green Development Standards"—in the design and approval of new projects.		PACE program MOU approved with SANBAG on April 2013. City entered into JPA with Ygrene PACE provider separately in 2016. Program currently suspended.
		2) Orient buildings on the site to maximize the natural ventilation provided by prevailing breezes.		Implementation of the State's Green Code.
		3) Incorporate passive solar design techniques including building orientation, energy-saving materials, roof overhangs, and window and door placement.		Implementation of the State's Green Code.
		4) Increase minimum building insulation standards.		Implementation of the State's Green Code.
		5) Encourage landscape design that cools buildings and blocks solar rays, such as the planting of deciduous trees on south and west facing elevations, and give Title 24 credit for landscaping.		Implementation of the State's Green Code.
		6) Channel runoff to permeable surfaces through the design of roofs and rain gutter systems and drainage courses.		On-going. Implemented as part of the City's NPDES permit. Implementation of the State's Green Code.
		7) Encourage energy-efficient retrofitting of existing buildings, where practical, throughout the City including assisting applicants in the installation of more efficient HVAC (heating, ventilation, air conditioning) systems.		RDA Home Improvement Program. Implementation of the State's Green Code.
		8) Distribute and participate in incentive programs for incorporation of solar and photovoltaic panels (active solar) into existing or new buildings.		Implementation of the State's Green Code.
		9) Establish a "green building" site design incentive program, such as density or height bonuses, reduced parking requirements, expedited plan check, and recognition programs.		City Council Work Program Item (2010/2011). Implementation of the State's Green Code.
		10) Adopt LEED (Leadership in Energy and Environmental Design) design standards for public buildings.		Implemented with City's Environmental Learning Center, and new Police Station. Implementation of the State's Green Code.
		11) Participate in the CEEP (Community Energy Efficiency Program) Certificate and Recognition Program.		City Council Work Program Item (2010/2011). Implementation of the State's Green Code.
		12) Encourage a grey water recycling plan.		Implementation of the State's Green Code.
Conservation Open Space	Goal 5.18 Continue to improve Highland's solid waste management and recycling efforts.			
		1) Continue to provide services to resident and businesses that facilitate community cleanup, curbside collections and diversion of oil and other hazardous waste materials		Implemented in coordination with Solid Waste Franchise Agreements and Household Hazardous Waste Agreements. Highland Improvement Team monthly cleanups for senior and disabled residents.
		2) Where joint programs offer improved efficiency or reduced cost, collaborate with other entities in waste recycling efforts.		Implemented in coordination with Solid Waste Franchise Agreements and Household Hazardous Waste Agreements.
		3) Maintain a comprehensive public education program, coordinated, in part, through the Environmental Learning Center, to stimulate recycling, reuse and waste reduction by its resident and businesses.		On-going. Public outreach and community events such as the Citrus Harvest Festival (3/26/22) and Discover Highland Night.
		4) Continue to implement the policies and programs identified in the City's SRR (Source Reduction and Recycling Element) and HHW (Household Hazardous Waste Element), and develop measures to evaluate their effectiveness.		On-going.
		5) Evaluate and update hazardous waste management programs and implement improvements based on current best		Implemented in coordination with Solid Waste Franchise Agreements and Household Hazardous Waste Agreements.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		practices.		
		6) Evaluate and update community education programs on solid and hazardous waste disposal to insure that this information is as broadly available as possible, especially through the school system.		Implemented in coordination with Solid Waste Franchise Agreements and Household Hazardous Waste Agreements.
		7) Aggressively pursue polluters and develop a fine program for distributors of fliers and leaflets found in parking lots.		
Conservation Open Space	Goal 5.19 Continue to support air quality planning through land use policies, outreach efforts and coordination with regional air quality agencies.			
		1) Reduce locally generated emissions through traffic flow improvements (including signal synchronization) and construction management practices.		Implemented through coordination with City of Highland Public Works and SANBAG.
		2) Encourage the use of public transit within the City through coordination with regional transit providers and publication of routes and timetables on the City website and publications.		Coordinated with Omni-trans by placing brochures in the City Hall Lobby.
		3) Encourage land use planning and urban design that reduces vehicle trips through mixed and multi-use development, consolidation of commercial development along major arterials, provision of pedestrian connections from residential to retail areas, and development of a multi-use Town Center.		On-going. Mixed-use Development Standards adopted in 2006. Greenspot Village & Marketplace Specific Plan and Town Center mixed-use projects adopted between 2013-2021.
		4) Establish performance standards for clustering residential areas near commercial services where mixed use is not feasible.		2022 – TREH, Alliance Apartments, and KZ Holdings all provided residential units adjacent to commercial services.
		5) Expand citizen and business outreach and education programs, disseminated and conducted in the Environmental Learning Center, relating to policies that improve air quality		On-going.
		6) Provide incentives such as permit streamlining for industrial/commercial or residential development projects that meet or exceed air quality practices.		No applications received.
		7) Encourage employers to develop trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work at-home programs, employee education and preferential parking.		Implemented through City's Trip Reduction Ordinance.
		8) Conduct City staff in-service training, in conjunction with regional air quality agencies, on the latest policies, techniques, programs and technology for air quality planning.		Planning staff attends these regional training opportunities. Coordinate with SBCTA/SBCOG.
		9) Work with SANBAG to develop guidelines for the location and design of land uses that are sensitive to air pollution.		Ongoing.
		10) Reduce particulate emissions from roads, parking lots, construction sites and agricultural lands to the maximum extent practical through dust suppression, street cleaning and other practices.		On-going.
		11) Establish grading and building permitting procedures so that all construction involving demolition or earth movement reduces fugitive dust emissions through the appropriate techniques (e.g., wetting).		On-going.
		12) Incorporate the provisions of SCAQMD Rule 403 (Fugitive Dust) into City land use administration rules and procedures.		On-going.
		13) Continue comprehensive efforts to reduce energy consumption.		PACE Program (SANBAG) MOU April 2013. Program currently suspended.
		14) Offer incentives to home-based businesses, carpool networks and park-and-ride facilities.		Ongoing. Ensuring compliance with new state legislation.
		15) Evaluate the desirability of developing a multi-modal, transit hub in the City.		
Chapter 6 – Public Health Safety & Environmental Justice Element				
Public Health, Safety & Environmental Justice (adopted 2022)				
	Goal 1: Protect the			

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
	health of community members by improving air quality.			
		Policy 1.1: Reduce air pollution from mobile sources.		
			Action 1.1a: Electric Vehicle Charging Stations. Promote the installation of electric vehicle charging stations at important destinations such as civic buildings, parks, and commercial hubs.	Four EV charging stations were installed at City Hall. The City also amended its Vehicle Fueling Station Ordinance to require the installation of EV charging stations in excess of the state guidelines.
			Action 1.1b: Fleet Management. Develop a fleet management program to increase the fuel efficiency and reduce emission of municipal vehicles.	The City has in service two hybrid vehicles in its fleet of approximately 12 vehicles not including public safety vehicles for police and fire services.
			Action 1.1c: Preferential Parking. Amend the zoning code to identify preferred locations for clean air vehicle parking required for new development.	Partially complete.
			Action 1.1d: Warehouse Standards. Include air quality and vegetation buffer standards for new warehouses uses and loading docks.	Complete.
		Policy 1.2: Reduce localized air pollution exposure near major roads.		
			Action 1.2a: Air Filters in Existing Buildings. Pursue grant funding to install air condition with HEPA filters in homes and schools within 1,000 feet of a major road.	HEPA filters have been installed at City Hall and one of the City's three fire stations.
			Action 1.2b: Clean Air Development. Create a clean air checklist for new development of sensitive land uses within 1,000 feet of a major road. This checklist should include landscaping, ventilation systems, double-paned windows, setbacks, and barriers.	No activity.
Public Health, Safety & Environmental Justice	Goal 2: Promote a built environment that stays cool.			
		Policy 2.1: Promote a healthy urban forest to reduce air pollution and extreme heat.		
			Action 2.1a: Climate-Appropriate Trees. Develop a new street tree species palette that prioritizes trees based on having low water needs and adaptability to climate change and future environmental conditions.	Partially complete. Implemented at a staff level by the City's Landscape Architect.
			Action 2.1c: Increase the Tree Canopy. Identify grant funding to develop a program to install additional street trees or provide canopy trees to residents for planting.	No activity.
			Action 2.1b: Diverse Urban Forest. Maintain a healthy urban forest by ensuring a diversity of tree species.	Implemented by the City's Landscape Architect.
			Action 2.1d: Street Tree Prioritization. Prioritize tree planting from approved street tree list based on the existing tree canopy and the population's vulnerability to extreme heat. Where possible, integrate shade trees with bike and pedestrian infrastructure.	Partially complete. Implemented at a staff-level.
			Action 2.1e: Tree Planting in DACs. Prioritize tree planting in the DACs to reduce residents' vulnerability to extreme heat. Focus efforts on shade trees along sidewalks, at transit stops, schools, bike lanes, and within parks in the DACs.	No activity.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		Policy 2.2: Adopt policies and standards for the built environment that reduce urban heat island.		
			Action 2.2a: Green Development. Encourage cool or green roofs for new commercial buildings.	Implemented through the California Green Code. Cool roofs are currently in place for City Hall, the Highland Branch Library and Fire Station #2.
			Action 2.2b: Cool Zones. Investigate the use of additional City facilities, such as recreation centers, to serve as cool zones.	Completed. The City's Community Center/YMCA and Library operate as Cool Zones.
			Action 2.2c: Low-Income Weatherization Programs. Continue prioritize funding for efforts to repair and rehabilitate housing in disadvantaged communities, including programs and grants to weatherize houses for extreme heat and air pollution.	As a partner of the County Consortium, this item is addressed with respect to Weatherization Programs. The County operates this program within Highland's boundaries.
Public Health, Safety & Environmental Justice	Goal 3: Minimize risks, such as loss of life, injury, property damage, and natural resource destruction from natural and human-caused hazards.			
		Policy 3.1: Minimize flooding risks through appropriate siting and protection of structures and occupants.		
			Action 3.1a: Flood Elevations. Continue to ensure finish floor elevations of new development are above the 100-year floodplain.	Addressed during Pre-Application processing and Plan Check by the Building & Safety Division, Planning and Public Works.
			Action 3.1b: Development in the Floodway. Continue to limit uses in floodways to those tolerant of occasional flooding.	Ongoing.
			Action 3.1c: Flood-Resistant Critical Facilities. Continue to design new critical facilities to minimize potential flood damage. Such facilities include those that provide emergency response like hospitals, fire stations, police stations, utility lifelines, and ambulance services. Such facilities also include those that do not provide emergency response but attract large numbers of people, such as schools, theaters, and other public assembly facilities with capacities greater than 100.	Ongoing. No critical facilities are located within flood hazard areas.
		Policy 3.2: Build and maintain public infrastructure that collects and conveys stormwater and enhances water quality.		
			Action 3.2a: Flood Channel Maintenance. Continue to maintain flood control channels and storm drains in accordance with habitat preservation policies through periodic dredging, repair, desilting, and clearing to prevent any loss in their effective use.	Ongoing through annual maintenance by the Public Works Division.
			Action 3.2b: Stormwater Quality. Identify streets and intersections and other infrastructure that would be candidates for stormwater quality enhancement features.	Partially complete.
			Action 3.2c: Flood Control Funding. Continue to pursue funding opportunities for flood control projects, including collaboration with Federal, State, and local flood management agencies and other interested parties.	Continued progress. Partially complete.
			Action 3.2d: Drainage Master Plan. The City will consider adding a Work Program item to update the City's Master Drainage Plan.	
		Policy 3.3: Implement programs and standards to mitigate wildfire risk in high wildfire hazard severity zones.		

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			Action 3.3a: New Development. All development shall be required to meet the minimum standards for adequate fire protection. The most restrictive law, regulation, or ordinance regarding fire safety applicable to development in Highland will take precedence, including compliance with the most current SRA Fire Safe Regulations and Fire Hazard Reduction Around Buildings and Structures Regulations if applicable. All perimeter development within the Very High Fire Hazard Severity Zone, adjacent to open space, shall construct perimeter fire roads in compliance with City policy	Ongoing. The City has adopted very stringent standards including the most current SRA Fire Safety Regulations and Fire Hazard Reduction. Fire roads are required in all perimeter developments such as Mediterra.
			Action 3.3b: New Residential Development in Areas Designated Very High Fire Hazard Severity Zone (VHFHSZ). Residential development within areas designated as VHFHSZs should be avoided or risks mitigated through compliance with applicable codes and standards, including compliance with the most current SRA Fire Safe Regulations and Fire Hazard Reduction around Buildings and Structures Regulations. If residential development occurs within VHFHSZ, a Fire Protection Plan that describes project specific fuel modification shall be required.	New residential within the VHFHSZ are mitigated with the most stringent standards and regulations including those listed in the action item. Fuel Modification/Fire Protection Plans are in place for all projects adjacent to the wildland including Mediterra, East Highlands Ranch and similar development.
			Action 3.3c: Home Improvements for Vulnerable Populations. For qualifying households, promote the use of local, county, and state rehabilitation programs and defensible space assistance, and provide information to vulnerable residents to assist with efforts to improve fire safety.	No activity.
			Action 3.3d: Wildfire Retrofits. Encourage structural hardening retrofits for existing structures in the VHFHSZ, consistent with the current standards.	Ongoing on a case-by-case basis through the Building Division.
			Action 3.3e: New and Existing Public Facilities. The construction of new public facilities should occur outside of areas designated VHFHSZ when feasible. Existing public facilities in the High Fire Hazard Area shall be retrofitted to be consistent with the current standards.	Complete. Only Fire Station No. 2 is located within this zone and it is necessary given the size of the City's land within the zone. With respect to school locations, they will be determined by the Redlands School District and State Architect.
			Action 3.3f: Maintain Emergency Evacuation Routes. Ensure that the entity charged with maintenance of the road complies with the requirements of the State Fire Code and San Bernardino Consolidated Fire Codes regarding street width, surface, grade, radius, turnarounds, turnouts, bridge construction, and lengths of fire apparatus access roads. All requirements and any deviations will be at the discretion of the Fire Code Official. Enforce these standards on new development in VHFHSZ through development review, and on existing development through code enforcement. Work with the City's Geographic Information Systems (GIS) mapping services to identify any residential areas that do not have at least two emergency evacuation routes or are otherwise inadequate due to access or timeliness of evacuation. Develop an evacuation route improvement plan upon identification of evacuation route inadequacies.	Ongoing.
			Action 3.3g: Recover from Large Fires Safely. Perform an evaluation of fire-related development standards should a major wildfire require large portions of the City be rebuilt to ensure that	No activity.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			redevelopment standards are as fire-safe as reasonably possible.	
			Action 3.3h: Adequate Peakload Water Supply will be Supported. The City will coordinate with the East Valley Water District to maintain long-term integrity of peakload water supply for structural fire-fighting and wildland fire-fighting and ensure new construction is serviceable by water supply.	
		Policy 3.4: Ensure that public facilities and infrastructure have adequate capacity to respond to wildfires and other relevant hazard events.		
			Action 3.4a: Performance Standards. Apply fire unit deployment performance measures with future planning of fire stations.	Complete.
			Action 3.4b: Emergency Equipment. Consider the long-term maintenance needs of emergency equipment and facilities when developing the annual budget.	Ongoing, included during planning for the 2023/2024 City Bi-Annual Budget.
			Action 3.4c: Storm Drain Capacity. Continue to ensure that existing and new storm drain and street capacities are adequate to manage a 100-year flood event.	Ongoing for new development and partially complete for existing development.
			Action 3.4d: New Public Facilities. The construction of new public facilities should occur outside of areas designated VHFHSZ when feasible. Existing public facilities in the VHFHSZ shall be retrofitted to be consistent with the current standards.	Partially complete.
		Policy 3.5: Enforce development standards to reduce geologic risk.		
			Action 3.5a: Soil Reports in Liquefaction Zones. When applicable, continue to require soil reports and implement recommendations for projects in identified areas where liquefaction or other soil issues exist.	Ongoing by the Public Works/Engineering Division when required on a case-by-case basis.
			Action 3.5b: Soil Reports for Projects on Fill. When applicable, continue to require a preliminary soil report and a report of satisfactory placement of fill prepared by a licensed geotechnical engineer or civil engineer for all buildings and structures supported on fill.	Ongoing by the Public Works/Engineering Division when required on a case-by-case basis.
			Action 3.5c: Foundation Reports. When applicable, continue to require a preliminary report for all buildings and structures supported on natural ground unless the foundations have been designed in accordance with current standards.	Ongoing by the Public Works/Engineering Division when required on a case-by-case basis.
			Action 3.5d: Renovations. Continue to require seismic retrofits for major renovations in accordance with Historic and Building Code provisions.	Ongoing by the Building & Safety Division when required on a case-by-case basis.
		Policy 3.6: Prioritize seismic retrofits of buildings that pose the greatest risk.		
			Action 3.6a: Unreinforced Masonry Structures. Consistent with State law and when applicable, require the retrofitting of unreinforced masonry structures to minimize damage in the event of seismic or geologic hazards. Incentivize seismic retrofits through permit fee waiver or other city incentive.	Ongoing, most recent activity occurring at the "Old Bank Building" at the SWC of Main Street and Palm Avenue. Plans are currently being drafted for the structure's restoration.
			Action 3.6b: Retrofitting of Essential Facilities. When feasible, seismic retrofit essential facilities to minimize damage in the event of seismic or geologic hazards.	No City facilities are constructed of URM. Other types of retrofitting will occur as necessary.
		Policy 3.7: Limit the potential hazards from the transportation and disposal of hazardous waste.		
			Action 3.7a: Hazardous Materials Storage and Transport. Continue to require businesses that store or transport hazardous materials to	Ongoing. Regulated by the Fire Marshall and Building Official.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			prepare a Hazardous Materials Business Plan for review and approval by the Lead Environmental Agency.	
			Action 3.7b: Hazardous Materials Studies. When appropriate, require new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies, including any required cleanup measures.	Ongoing, regulated by the Planning, Public Services and Building & Safety Division.
			Action 3.7c: Household Education. Educate the public on household hazardous wastes and the proper methods of disposal.	Ongoing through the Public Services Division through mailing, e-mailing and social media efforts.
Public Health, Safety & Environmental Justice	Goal 4: Maintain adequate emergency preparedness and response capabilities.			
		Policy 4.1: Create culturally appropriate hazard preparation and education.		
			Action 4.1a: Emergency Alerts for Air Pollution. Use the emergency alert systems and other standard City communications to alert the public when local air quality reaches "Very Unhealthy" levels.	No activity.
			Action 4.1b: Neighborhood-Based Preparedness. Convene and regularly train neighborhood-based emergency response teams (e.g., CERT) and explore incorporating climate change response and recovery. Ensure CERT recruiting includes a diverse set of community members and leaders.	No activity.
		Policy 4.2: Create resilience centers throughout highland.		
			Action 4.2a: Back Up Power. Continue to ensure that critical City facilities have back up energy sources such as battery storage. Prioritize clean energy sources, such as solar, where feasible.	Partially achieved at certain City facilities.
			Action 4.2b: Refrigeration. Install refrigerators at resilience centers, such as existing cooling centers and emergency shelter locations, to provide storage for medication in black out or other hazard events.	No activity.
			Action 4.2c: Audit Emergency Childcare. Work with non-profit organizations, such as the Red Cross, to offer emergency childcare for frontline workers in the event that schools are closed in a hazard event.	No activity.
			Action 4.2d: Food Distribution. Work with local foodbanks to distribute food and pop-up food pantries during hazard events.	Partially achieved in cooperation with the Red Cross and local non-profit organizations.
			Action 4.2e: Advertise Regional Programs. Include information on regional assistance programs in appropriate languages during a hazard event.	No activity by the City. Partially achieved through County efforts.
		Policy 4.3: Prepare residential areas for flooding and wildfire.		
			Action 4.3a: Elevate and Anchor. Educate and encourage property owners in flood zones to elevate and anchor critical utilities, including electrical panels, propane tanks, sockets, wiring, appliances, and heating systems.	Partially achieved in the East Highland's Village Neighborhood at the southeast corner of Greenspot Road and Church Street.
			Action 4.3b: Sandbags. Implement a sandbag program available for residents in flood zones prior to heavy storms.	Ongoing, most recently during the March 2023 rain events.
			Action 4.3c: Fire Safe Communications. Prior to fire season, use outreach events and City communication resources to educate the public on how they can create a defensible space around their place of residence and evacuate in case of fire.	Ongoing through social media efforts.
			Action 4.3d: Require evacuation assessments on residential projects requiring an Environmental Impact Report in designated wildfire hazard severity zones.	Ongoing.

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General Plan Element:	Goals:	Policies:	Actions:	
		Policy 4.4: Ensure the Emergency Operations Center (EOC) has adequate capacity to respond to hazard events.		
			Action 4.4a: EOC Technology. Continue to conduct a periodic review of technology used to support the EOC to ensure systems are updated and effective, including City GIS.	Partially achieved at the Highland Police Station.
			Action 4.4b: EOC Equipment. When feasible, update EOC equipment and supplies as necessary to ensure effectiveness.	Achieved and ongoing.
			Action 4.4c: Staff Training. Continue EOC training and exercise plan for the City staff with EOC responsibilities, and cross train city staff at various EOC positions.	Ongoing.
			Action 4.4d: Online Training. Expand staff training by conducting quarterly online WebEOC training for EOC staff. Include extended training formats as applicable.	Ongoing.
			Action 4.4e: Mutual Aid Participation. Continue to participate in Statewide Master Mutual Aid Agreements and local automatic aid agreements.	Ongoing.
Public Health, Safety & Environmental Justice	Goal 5: Improve the quality of the built and natural environments to reduce disparate health and environmental impacts.			
		Policy 5.1: Adopt land use regulations that protect residential and park uses from the impacts of industrial and roadway pollution.		
			Action 5.1a: Land Use Review. Conduct a review of existing Municipal Code to determine where existing legislation encourages or allows land uses and programs that are detrimental to the health of residents in DACs.	Partially achieved through the adoption of the City's updated Public Heath Safety and Environmental Justice Element in January 2022.
			Action 5.1b: Monitor Industrial Areas. Establish a monitoring program to periodically evaluate and report the immediate and long-term health and environmental impacts of the proximity of residential and park uses to industrial areas in DACs.	Ongoing especially thought the current draft Program EIR for the Airport Gateway Specific Plan.
			Action 5.1c: Siting Industrial Uses. Disallow siting and construction of new industrial uses that could impact the health of residents in the DACs.	Ongoing evaluations.
		Policy 5.2: Remediate and prevent pollution arising from industrial and household sources.		
			Action 5.2a: Pollution Review. Conduct a review to determine where existing pollution sources are impacting residents in the DACs.	Ongoing and partially achieved through the new Element.
			Action 5.2b: Hazards Cleanup. In conjunction with other local and regional agencies, ensure the cleanup of contaminated surface water, groundwater, and soils in affected DACs.	Ongoing.
			Action 5.2c: Green Streets. Prevent future groundwater pollution by implementing green street strategies to support a sustainable approach to stormwater, drainage, groundwater recharge, and landscaping, and incorporating green streets standard and guidelines in all streetscape improvements where feasible.	Ongoing.
Public Health, Safety & Environmental Justice	Goal 6: Ensure access to healthy food.			
		Policy 6.1: Promote the growing of fruits and vegetables by local residents.		
			Action 6.1a: School Gardens. Permit and promote "edible school yards" that provide gardens and gardening programs on school property.	No activity.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			Action 6.1b: Urban Agriculture. Amend the Zoning Code to allow privately owned vacant property to be used for urban agriculture.	Achieved.
			Action 6.1c: Local Healthy Food. Encourage, through a public information campaign, street vendors, convenient stores, and other food outlets, to sell fresh produce and to reduce unhealthy food options.	Ongoing
		Policy 6.2: Use City resources to publicize healthy food and food assistance programs.		
			Action 6.2a: Healthy Food at Public Events. Require that all City-sponsored events and City facilities provide healthy food options.	Ongoing. Attended Farmers Markets in nearby communities and invited local farmers to attend the Highland Citrus Harvest Festival on 3/25/23.
			Action 6.2b: Food Assistance Programs. Advertise food assistance programs in City marketing materials and distribute information on food assistance programs including food pantries and banks.	Partially completed for food bank assistance at the Highland Community Center (CAPS).
Public Health, Safety & Environmental Justice	Goal 7: Ensure safe and sanitary housing for DAC residents.			
		Policy 7.1: Promote improvements and rehabilitation of unsafe housing in DACs, while actively preventing displacement.		
			Action 7.1a: Rental Rehab. Develop a program to assist owners of rental units to rehabilitate their properties, especially those with affordable units and housing in the DACs, to meet current building standards in tandem with affirmatively furthering fair housing policies.	No activity
			Action 7.1b: Low Income Weatherization. Explore administering Community Development Block Grant programs and other grants to provide free or reduced-cost weatherization for extreme heat and air pollution.	Ongoing through the County Consortium.
			Action 7.1c: Lead Paint Testing. Include mandatory lead-based-paint testing as part of any City-funded housing rehabilitation and other housing assistance programs that may be offered.	Achieved and on-going. Most recently conducted for the demolition of City-owned 7433 Central Avenue property.
		Policy 7.2: Adopt standards and policies that maintain safe and sanitary housing.		
			Action 7.2a: Code Enforcement. Focus code enforcement efforts in DACs to improve unsafe and unsanitary conditions, focusing on trash and dumping, overcrowding, illegal home businesses, illegal garage conversions, graffiti, unpermitted plumbing and electrical, and lack of building and yard maintenance. Have code enforcement officers distribute information on tenant rights and owner and landlord responsibilities when conducting site visits. Distributed information should be translated into all relevant languages	Ongoing. One Code Officer assigned to this area in particular.
			Action 7.2b: Tenant Rights. Distribute tenant rights information and ensure that renters are not penalized for reporting on dwelling units that do not meet health and safety standards. All written outreach efforts should be translated into all relevant languages.	Ongoing through Inland Fair Housing & Mediation Board.
			Action 7.2c: Crime-Free Multi-Housing Program. Encourage all apartment building owners to participate in the Crime-Free Multi-Housing Program operated by the City Police Department to reduce crime, drugs, and gangs on apartment properties.	Ongoing.
			Action 7.2d: Home Assistance. Continue to provide support for	Ongoing through County Consortium.

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General Plan Element:	Goals:	Policies:	Actions:	
			programs and facilities that provide homes for those without shelter and focus future efforts on specifically addressing the issues that arise on streets and in parks in the DACs.	
Public Health, Safety & Environmental Justice	Goal 8: Ensure that parks, public facilities and services are equitably located and distributed throughout DACs, allowing easy access for residents.			
		Policy 8.1: Improve existing park quality by providing amenities and programs for play, exercise, and enhanced safety. Prioritize efforts that can be deployed quickly in under-parked communities.		
			Action 8.1a: Park Access. Seek to increase the current percentage of residents within a 10-minute walk of a park, by using underused or vacant land as open space or parks.	No activity.
			Action 8.1b: Park Activation. Activate existing parks with permanent work out infrastructure for all ages and repair and maintain existing facilities.	No new activity.
			Action 8.1c: Park Programs. Expand and tailor recreational and park programs, facilities, and services to meet evolving community needs. Programs and services should remain accessible and relevant to today's residents, responding to unique cultural, historic, and social needs, as well as changing demographics and income levels.	No activity.
			Action 8.1d: Community Events. Create a simple, accessible, and affordable process for requesting street closures and park permits for public and neighborhood events of all sizes. All forms should be translated into all relevant languages.	Ongoing.
		Policy 8.2: Expand park availability by converting underutilized land.		
			Action 8.2a: Vacant Lot Conversions. Offer fee reductions and other incentives to convert vacant lots or underutilized public rights-of-way into small parks, community gardens, or open spaces.	No activity.
			Action 8.2b: Linear Parks and Trails. Seek opportunities to convert public easements, such as utility corridors and parkway vistas, into parks and trails.	Ongoing through Community Trails Committee in conjunction with new development and grant fuding.
			Action 8.2c: Parks Partnerships. Partner with schools, places of worship, and businesses to expand access to green spaces and recreation areas, especially in DACs with less accessibility to green spaces and recreation areas.	Ongoing at two schools. Looking to expand.
			Action 8.2d: Safe Routes to Parks. Develop a Safe Routes to Parks and Schools program to promote safe, active, and engaging ways to access parks and schools.	Ongoing active program through the City's Public Works Division.
		Policy 8.3: Create inviting public spaces in DACs where people feel safe during the day and night for everyday play, family gatherings, and community events.		
			Action 8.3a: Public Art. Develop more public art, fountains, and other streetscape improvements that beautify Highland's streets and provide a collection of permanent outdoor artwork throughout the City. Identify opportunities to support and fund local artists and students to create public art in the City.	Ongiong through new development entitlement process.
			Action 8.3b: Crime Prevention. Adopt Crime Prevention Through Environmental Design (CPTED guidelines that deter criminal activity in neighborhoods, streets, and public areas. Include guidelines for the design of play	No activity.

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General Plan Element:	Goals:	Policies:	Actions:	
			areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others.	
			Action 8.3c: Virtual Community Resources. Provide virtual resources through the library, such as e-book services and virtual programs for those who do not have easy access to community facilities.	Partially achieved. E-book services available through the Highland Branch Library and County Library systems.
Public Health, Safety & Environmental Justice	Goal 9: Promote and ensure meaningful and effective participation and community capacity building in DACs, especially when developing, adopting, implementing, and enforcing plans and policies related to public health and environmental issues.			
		Policy 9.1: Create transparent City processes and forms accessible to all residents.		
			Action 9.1a: City Contacts. Distribute, house-to-house in DACs, City information on all programs and City events, including phone numbers and contact information, especially for call enforcement and housing needs. All information to be translated in all relevant languages.	No activity other than social media outreach.
			Action 9.1b: Meeting Advertisements. Install signage at neighborhood markets in DACs to promote and advertise City meetings and other public announcements.	No activity.
			Action 9.1c: Civic Engagement. To promote civic engagement, partner with appropriate organizations (e.g., community-based, faith-based, advocacy, and service) that have built relationships and trust within DACs to conduct meaningful outreach.	No activity.
			Action 9.1d: Virtual Meetings. Provide virtual participation options for in-person public hearings.	Partially achieved during Airport Gateway Specific Plan outreach.
		Policy 9.2: Host City Council events focused on the issues facing DACs and encouraging additional community involvement.		
			Action 9.2a: Open Houses. Invite residents of DACs for City Hall open houses and tours.	No activity.
			Action 9.2b: DAC Tours. Conduct City Councilmember visits to DACs to encourage discussion on items that affect the residents and businesses. Have City Council accompanied by representatives from the Police, Code Enforcement, Development and Community Services, and other departments. Host an annual community walk with the Mayor and other City Council members.	No activity.
			Action 9.2c: DAC Meetings. Dedicate one City Council meeting per year to DACs, having staff update the Council on improvements made and further needs of the residents and business owners in those communities. Provide translation headsets at all City Council meetings so that residents can engage firsthand with the content of the meetings.	No activity.
		Policy 9.3: Support equitable and inclusive opportunities to build capacity and leadership skills for residents and organizations in DACs through continued civic engagement.		
			Action 9.3a: Youth Engagement. Partner with school districts, community colleges, and continuing education institutions to promote civic engagement opportunities.	Ongoing, most recently with the Citrus Harvest Festival Art Contests and Youth Baking Contest.
			Action 9.3b: Community Leaders.	No activity.

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General Plan Element:	Goals:	Policies:	Actions:	
			Support and expand opportunities to build and sustain capacity among residents to advocate and engage for community and systems improvements to develop their skill sets as community leaders and to advance their roles as trusted messengers.	
			Action 9.3c: Board Memberships. Specifically invite residents from DACs to become board, commission, and task force members as openings occur.	No activity.
			Action 9.3d: Community Driven Initiatives. Support community-driven initiatives in DACs to address priorities and needs through technical assistance, data sources, meeting spaces, support services, and other staff resources.	Partially achieved with meeting spaces at the Community Center and Library as well as City Hall.
Public Health, Safety & Environmental Justice	Goal 10: Prioritize improvements and programs that address the needs of residents in DACs.			
		Policy 10.1: Support and expand programs and services to prioritize those that identify DACs, address environmental justice issues, and foster partnerships with countywide partnerships and programs.		
			Action 10.1a: Ongoing Engagement. Provide ongoing engagement with residents and stakeholders to evaluate additional criteria for the inclusion of communities not currently identified as DACs.	No activity.
			Action 10.1b: Funding Priorities. Prioritize funding and fiscal decisions for recreation, air quality and other environmental improvements, public infrastructure investments, community programming, and engagement opportunities in DACs.	Ongoing.
			Action 10.1c: Monitor progress of the goals, policies, and actions from this Element.	Ongoing.
			Action 10.1d: Annual Review. Conduct an annual review of the implementation of the goals, policies, and action of the Public Health, Safety, and Environmental Justice Element to monitor progress on goals, policies, and implementation of programs and actions and provide this information to environmental justice communities. Present this annual review to City Council on a regularly scheduled agenda and invite residents and businesses of the DACs to attend and provide input.	Ongoing.
			Action 10.1e: Plan Integration. Examine existing processes and practices for ways to embed environmental justice goals, policies, and actions throughout future updates to General Plan Elements, sustainability plans, Municipal Code, and other City-initiated planning efforts.	Ongoing.
Chapter 7 – Noise Element				
Noise	Goal 7.1 Protect sensitive land uses and the citizens of Highland from annoying and excessive noise through diligent planning and regulation.			
		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.		On-going. Evaluated on a case-by-case basis through CEQA and local noise standards. Noise reduction mitigation applied when needed to eliminate negative impacts. Each industrial project approved by the City in 2022 had such conditions and were mitigated.
		2) Encourage the use of site planning and architectural techniques such as alternative building orientation and walls combined with		On-going. 2020/2021 – All multi-family residential projects

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		landscaping to mitigate noise to levels consistent with interior and exterior noise standards.		approved such as TREH and Rexco required architectural and building materials to highly mitigate noise levels as did smaller single family projects such as the 4 single family homes on LaPraix Street which backed the 210 Freeway. 2022 – all entitled projects employed these techniques (TREH, Alliance, Patriot Partners, Crow Holdings).
		3) Require mitigation where sensitive uses are to be placed along transportation routes to ensure compliance with interior and exterior noise standards.		On-going. 2020/2021 – All multi-family residential projects approved such as TREH and Rexco required architectural and building materials to highly mitigate noise levels as did smaller single family projects such as the 4 single family homes on LaPraix Street which backed the 210 Freeway. 2022 – same as #2 above.
		4) Consider the compatibility of proposed land uses with the noise environment when preparing, revising or reviewing development proposals.		On-going.
		5) Prevent the siting of sensitive uses in areas in excess of established 65 dBA CNEL without appropriate mitigation. Special attention should be paid to potential development within the 65 dBA CNEL noise contour of the San Bernardino International Airport and mining operations of the Santa Ana River.		On-going. Noise studies are required for all sensitive uses within this area. The appropriate mitigation measures are adopted case-by-case.
		6) Work with San Bernardino International Airport Authority to ensure that future airport planning activities encourage consistency with adopted City land use plans and minimize impacts on Highland's economic development opportunities and quality of life.		On-going Continue coordinated efforts with affected agencies to adopt an Airport Gateway Specific Plan. Adoption of SBIAA & Highland Interagency Cooperative Agreement adopted on August 22, 2007. Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		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 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.		On-going. 2020/2022 - Recent examples include Mediterra, Rexco, Woodcrest/Tractor Supply, La Praix street residences and Dan Moore Contractor's Yard on Meines Street, TREH, Alliance, all industrial projects.
			1) Coordinate with school districts to ensure that schools are located and designed so that: • interior noise in classrooms does not exceed 45 CNEL • noise exposure does not exceed 65 CNEL at classroom buildings; and • noise exposure does not exceed 70 CNEL on playgrounds and athletic fields.	On-going. 2019 – Entrepreneur High School on Highland Ave.
			2) Coordinate with the San Bernardino International Airport Authority to minimize flight patterns over the City.	On-going.
			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.	On-going.
			4) Require landscaping treatment	On-going.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.	All development projects.
			5) Require realtors representing homebuyers in the vicinity of the gun club to inform new buyers of the existence of potential noise impacts associated with gunfire.	The Inland Fish and Gun Club on Boulder/Orange Street ceased operations. Noise impacts from the Redlands Gun Club on Orange Street must be identified in the CC&Rs of new residential projects.
			6) Maintain a noise complaint file to document areas of excessive noise in the City.	On-going.
Noise	Goal 7.2 Encourage the reduction of noise from transportation-related noise sources such as automobile and truck traffic.			
		1) Guide the location and design of transportation facilities to minimize the exposure of noise on noise-sensitive land uses.		2020 - Transition Properties warehousing/distribution facility Phase 2 under construction designed to minimize noise from the site with increased setbacks, walls and landscaping. 2021 – Patriot Partners warehouse and Dan Moore's contractor storage yard were designed to buffer and mitigate with separation, block walls and landscaping.
		2) Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.		On-going.
		3) Require that development generating increased traffic and subsequent increases in the ambient noise level adjacent to noise sensitive land uses provide appropriate mitigation measures.		On-going.
		4) Minimize truck traffic through residential neighborhoods.		On-going.
		5) Encourage the development of alternative transportation modes such as bicycle paths and pedestrian walkways to minimize the number of automobile trips and noise.		Implemented in the Town Center, and Greenspot Village & Market Plan. Palm/Alabama and Boulder/Orange Street Bikeways making progress towards construction.
			1) Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps and potholes.	Implementation of the 5-Year CIP.
			2) Use the daily design capacity identified in the General Plan and the posted speed limit to quantify the design noise levels adjacent to transportation routes for mitigation purposes.	Enforcement of truck routes especially related to designated sand and gravel hauling routes.
			3) Require evaluation of highway and arterial roadway extensions for potential noise impacts on existing and future land uses.	On-going.
			4) Consider the effects of truck routes, truck traffic, posted speed limits and future motor vehicle volumes on noise levels adjacent to transportation routes when planning improvements to the circulation system.	On-going.
			5) Work with Caltrans to landscape or install mitigation elements along freeways and highways adjacent to existing residential subdivisions or noise-sensitive uses to beautify the landscape and reduce noise, where appropriate.	2019/2022 – The City and Caltrans agreed upon beautification improvements installed in coordination with the SR 210 and Base Line widening underway.
			6) Monitor proposals for future transit systems and require noise control to be considered in the selection of transportation systems that may affect the City.	As needed – Marinita & Greenspot Village & Marketplace
Noise	Goal 7.3 Protect residents from the effects of "spill over" or nuisance noise.			
		1) Enforce the City's Noise Control Ordinance so that new projects located in commercial or entertainment areas do not exceed		On-going for all projects. Acoustical studies required for noise generating activities as well as construction activities for all

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.		projects.
		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.)		On-going. Transition Properties warehouse/distribution, Dan Moore Contractor's Yard, and Patriot Partners warehouse were Conditioned and are compliant with this 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.		On-going. Construction hours are limited and Conditioned by Building & Safety to minimize noise impacts; Monday through Saturday 7am to 7pm.
		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.		Required as a Condition of Approval for all new applicable projects.
		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.		On-going.
			1) As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 7:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.	On-going. Also, this item will be address in an upcoming Municipal Code Amendment in June 2020 to ensure Planning and Building & Safety Division construction hours are the same and in compliance with the latest acceptable standards.
			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.	This is a Condition of Approval for each residential development.
			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.	2020 - Mediterra Condition of Approval imposed for rock sorting/crushing and construction noise.
Chapter 8 – Housing Element				
(See Attached HCD Forms)				
Chapter 9 – Economic Development Element				
Economic Development	**Goal 9.1 Maintain a balance of land uses that generates consistent and sufficient revenue for public services now and in the future.**			
		1) Provide an appropriate mix of retail development in focused commercial centers along commercial corridors.		Retail development focused in Greenspot Village & Marketplace Specific Plan, The Town Center and Highland Crossroads. Mixed use projects including commercial components were approved in all three corridors in 2020 and 2021.
		2) Promote the expanded the Business Park and Industrial land use designations in the southern parts of the City to capture regional demand and growth potential from future airport development.		The City working with surrounding agencies to adopt the Airport Gateway Specific Plan that will address local and regional circulation and land use along this corridor.
		3) Promote the emerging Highland Town Center as a mixed-use zone capable of capturing a wide range of public, commercial and residential development.		Online and with the City's updated "Economic Development Activity Map".
		4) Promote quality in-fill housing along corridors and on infill sites in adjacent neighborhoods to support retail		On-going. 2020/2021 - Mastercraft 13, Richmond American Glenrose Ranch constructed on Greenspot Road, Kiel

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		development.		54 on Santa Ana Canyon Road, Mastercraft 42 on Base Line, Hispano on Pacific Street near Victoria Ave, Alliance Apartments, and TREH.
		5) Promote a mix of housing types and range of prices necessary to provide a diverse labor force.		Greenspot Village & Marketplace; a variety of 946 units. Town Center Policy Area with approximately 54 units, diverse in nature.
		6) Establish and apply updated criteria and procedures for reviewing the fiscal effect and overall project quality of new development proposals, zone changes and revitalization efforts.		Fiscal Impact Analyses required for the environmental consideration of new development of significant size.
		7) Evaluate the effect of new retail and office development on the capture of local shopping dollars.		On-going.
Economic Development	Goal 9.2 Consolidate and revitalize commercial development that provides attractive and convenient shopping, service and professional uses, and entertainment opportunities for its residents.			
		1) Consolidate commercial development into selected intersections along Base Line.		
		2) Develop implementation plans for a new Highland Town Center, which include: • a phased development approach; • a conceptual design plan and design guidelines to ensure quality development; and • a marketing and business assistance program.		On-going with the gradual development of Bakers, CVS, Family Dollar, Smart & Final, Woodcrest Companies, Marinita, and KZ Holdings.
		3) Target key retail sectors to maintain a strong, local share of sales tax revenue.		Ongoing.
		4) Create physical and visual linkages between Highland's historic district and the emerging Town Center.		Bakers, CVS, Family Dollar, Smart & Final, Woodcrest Companies, Maranita, and KZ Holdings. Design for Town Center street arch approved by City Council in 2009. Base Line Beautification Program includes historic street lamp designs, landscaped parkways and medians and colored brick pavers at intersections.
		5) Promote additional commercial development around major freeway interchanges.		On-going. Coordinating development plans with TREH Partners at the northeast corner of Greenspot Road and the 210 Freeway and Marinita development at the northwest corner of Base Line and the 210 Freeway.
		6) Develop strategies to attract visitors who are traveling to and from mountain resort destinations.		Implemented through the installation of large freeway oriented business signage. Conceptual plans prepared, but not yet approved by the City.
		7) Study the desirability of establishing an Infill Development Incentive program for targeted sites along major corridors and in adjacent neighborhoods.		No action
		8) Inventory, map and disseminate information on vacant, underutilized properties and in existing commercial centers in redevelopment project areas to realtors and developers.		Map available on City's website and provided to the general public and Chamber of Commerce. Map disseminated at ICSC events.
		9) Participate in San Bernardino International Airport planning efforts to enhance compatibility with Highland's economic development objectives and quality of life.		Consideration of a joint IVDA, City of San Bernardino and Highland Specific Plan for areas around the SBIAA – Airport Gateway Specific Plan.
Economic Development	Goal 9.3 Continually monitor and enhance Highland's business promotion and economic development activities and programs.			
		1) Establish, maintain, use and update a list of targeted industries and professional organizations for business promotion and location/relocation in Highland.		On-going. Achieved and placed on the City's webpage. Updated in 2020.
		2) Prepare focused market analyses of its best opportunities in both the retail and business/industrial sectors.		On-going. Achieved and placed on the City's webpage. Updated in 2020.
		3) Coordinate business promotion activities with the Chamber of Commerce.		Attend and speak at monthly quarterly events.
		4) Continue to update economic development opportunities on the City's homepage.		On-going. Updated in 2020.
		5) Continue and promote the City's well-publicized, user-friendly and competitive permit assistance program.		No action.
		6) Establish partnerships with local real estate professionals to develop strategies for		City Staff has on on-going relationship with two local real estate companies who assist the City as needed.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		promoting and marketing opportunities within Highland.		
		7) Undertake periodic market demand updates as part of the City's economic development strategy.		Information frequently provided by private developers and used to update City strategies.
Economic Development	Goal 9.4 Continue prudent fiscal management and balanced land use policies that increase public revenues commensurate with the growth of public infrastructure and services.			
		1) Maintain steady growth in key public revenue sources, such as property taxes and sales taxes, in order to provide high quality public services and capital facilities.		Continued development of the Golden Triangle Policy Area and within the Town Center Policy Area.
		2) Establish the desired level of service for public services such as fire, police, public works and community services, and prioritize these public service areas for the allocation of revenues for ongoing operations and maintenance costs.		On-going effort during bi-annual budget preparation, Work Program and Capital Improvement Program.
		3) Evaluate the effectiveness and reliability of existing sources of funding that provide funds for public improvements needed to support projected growth, such as redevelopment monies, development impact fees and grants.		On-going.
		4) Maintain a Capital Improvement Program (CIP) that establishes required capital improvements projects, priorities and revenue sources for each capital project.		On-going.
		5) Explore alternative funding sources in light of uncertain and changing State financial arrangements with cities, researching the applicability of new grants and funding sources to provide funding for CIP projects.		On-going.
		6) Evaluate the feasibility of local financing approaches to provide future sources of funding for public services, such as: property based landscape and lighting districts, business improvement districts, special taxes and special assessments.		On-going. Community Facilities Districts (CFDs) considered on case-by-case request.
		7) Maintain retail competitiveness to provide a reliable tax base for increased public municipal revenues needed to support growth.		
		8) Coordinate with the Chamber of Commerce and the business community to maintain a business attraction program that will provide a mix of good paying jobs and increased sales tax revenues		
		9) Implement land use policies that address a balance of land uses to generate a mix of jobs, increase public revenues and promote fiscal stability.		General Plan and zoning designations upheld and adjusted on a case-by-case basis to address changes in the marketplace.
Economic Development	Goal 9.5 Develop one of the Inland Empire's most sought after and successful industrial and business park districts along the 5th Street corridor.			
		1) Promote light industrial and business park uses along 5th Street.		On-going.
		2) Continue proactive and cooperative planning efforts as a member of the Board of the San Bernardino International Airport.		Consideration of a joint IVDA, City of San Bernardino, Highland Specific Plan for areas around the SBIAA.
		3) Develop and implement streetscape improvement plans for 5th Street as a major gateway corridor to the airport area.		On-going. CIP and IVDA.
		4) Adopt design guidelines for the creation of a high quality business park environment including architectural standards, signage, landscaping and parking.		Consideration of a joint IVDA, City of San Bernardino, Highland Specific Plan for areas around the SBIAA. Work Program Item.
		5) Limit nonconforming development that might compromise the integrity of the area as an industrial/business park center.		Addressed in the City's Municipal Code standards.
	Goal 9.6 Continue to play an active role in providing timely information about employment opportunities and workforce education.			
		1) Support career education programs in local schools such as the Regional Occupation Program, career academies, internships, job		Real Journeys Academy charter middle school and high school approved and opened in 2018. Anticipated attendance of 1,200.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		shadowing, Career Speaker Programs, Career Day and other programs.		The City Annually supports a high school "shadowing" program in conjunction with the Redlands Unified School District and Optimist Club.
		2) Tailor job training and placement programs to all economic segments of the community.		
Chapter 10 – Community Design Element				
Community Design	Goal 10.1 Create a unified and attractive community identity within the context of diverse neighborhoods and land uses.			
		1) Continue to designate primary and secondary entry points for gateway monumentation into the City.		2022 - Efforts to achieve this along Base Line with the new Base Line Bridge project have provided an excellent gateway for the City and Town Center. Ongoing efforts along the 3rd and 5th Street Corridors have also been achieved this year with new development providing public art visible from the right-of-way.
		2) Incorporate the City logo in public spaces and public facilities.		On-going with each development project that has significant signage or is located along a gateway. New Trails Logo on Trail Signs and Patches. City Logo on City Street Signs. San Manuel Village Freeway Signage. City logo on Base Line Interchange retaining walls and bridge fencing. Marinita Freeway-Oriented Sign.
		3) Identify, preserve and enhance view corridors of major landmarks, community facilities and natural open space in the planning and design of all public and private projects.		On-going. Implemented in Mediterra Planned Development.
		4) Continue to identify opportunities to incorporate public art in conjunction with redevelopment and capital improvements projects.		On-going. Retail center at southwest corner of Greenspot and Church St. Base Line Interchange Project includes Citrus packing logos on bridge monument signs.
		5) Pursue unifying streetscape elements for major corridors, including coordinated streetlights, landscaping, public signage, street furniture and hardscaping.		Base Line Beautification Program. Greenspot Road Beautification Program. 5th Street Bridge, Boulder Bridge, Greenspot Bridge. Base Line Interchange Project includes new interchange landscaping and hardscaping
		6) Ensure that the design of all public facilities fits well into its surroundings and incorporates symbolic references to the City of Highland.		On-going.
Community Design	Goal 10.2 Create attractive and visually unified major arterial corridors through specialized streetscape and landscape improvement plans.			
		1) Incorporate unifying and consistent streetscape elements—landscaped parkways and medians, regularly spaced trees, street lighting and street furniture—for the City's major arterial corridors.		Base Line Beautification Program completed. Greenspot Road Beautification Program. 5th Street Bridge, Boulder Bridge and Greenspot Bridge.
		2) Incorporate City-themed design features such as banners, gateway and monument signage, and specialized landscaping in appropriate areas and as a part of streetscape improvement plans.		Base Line Beautification Program. Greenspot Road Beautification Program. 5th Street Bridge, Boulder Bridge and Greenspot Bridge.
			1) Develop plans for design enhancements at key intersections to include specialized paving, enlarged setbacks and accent landscaping and signage.	Base Line Beautification Program with intersection pavers. Greenspot Road Beautification Program. 5th Street Bridge, Boulder Bridge and Greenspot Bridge. New industrial and commercial projects along major corridors – Base Line, 5th Street, Palm Avenue
			2) Continue to underground utility lines along the City's arterial corridors.	On-going. City's Underground Utility Ordinance requires utility undergrounding by new development. Rule 20A Funding.
			3) Develop sign guidelines for major arterials.	Airport Gateway Specific Plan.
			4) Develop a specialized streetscape plan for 3rd and 5th Streets featuring a formal street and landscape plan along with appropriate gateway and monument signage for the developing industrial/business park area.	Consideration of a joint IVDA, City of San Bernardino, Highland Airport Gateway Specific Plan for areas around the SBIAA.
			5) Develop specialized streetscape plan for Victoria Avenue featuring formalized landscaping and	2022 – street trees identified by the City's Landscape Architect for development along Victoria Avenue.

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
			signage that identifies the entrance to Highland and the San Bernardino International Airport.	
			6) Methodically upgrade existing structures to improve aesthetics and compatibility with adjacent uses along corridors.	Highland Plaza across the street from City Hall (RDA project).
			7) Lower the height of street monument signs to street level.	Achieved with a Sign Code update in 2010.
			8) Choose median tree species that reflect the historic traditions of the City and are consistent with indigenous vegetation.	Ongoing by Planning, Public Services and Public Works Divisions.
			9) The use of fire resistant plants and trees is encouraged, especially in areas near the foothills. If palms, or other similar trees, are used, space trees far enough apart to keep fire from traveling from one tree to another, an occurrence more likely during Santa Ana wind conditions.	On-going. Fire Modification Plans approved for Mediterra Planned Development including a list of species (2016).
Community Design	Goal 10.3 Create a Town Center that is visually distinctive and vibrant and combines retail, residential, civic, cultural and recreational uses.			
		1) Heighten the sense of arrival to the Town Center through differentiated edge treatment including entry signs, specialized landscaping, street furniture and differentiated paving.		Town Center Street Sign Arch design approved by City Council. Base Line Beautification program. 2022 – Marinita project
		2) Encourage an appropriate mix of retail, office and civic uses to ensure the economic viability of the area.		2020-2021 – Approved uses include restaurant and retail in addition to residential; Tractor Supply Co. store, Smart & Final grocery store, four quick service restaurants and several place holding pads. 2022 - Marinita
		3) Encourage compactness. Successful town centers stimulate energy and pedestrian activity by concentrating uses.		Pedestrian plaza features installed by at several new businesses in the Town Center; Smart & Final, Marinita and Woodcrest/Tractor Supply Co.
		4) Provide convenient and consolidated parking where cars are screened from view, wherever possible.		Recent example would be parking located along the rear of Bakers and CVS.
		5) Provide comfortable pedestrian amenities—quality sitting areas, wide paths and shade—along with specialized and engaging design features, such as interesting fountains or public art, which draw and maintain people's attention.		2016/2021 - Pedestrian plazas with and without benches have either been constructed or approved in concept at each intersection within the Town Center Policy Area. Art has been installed on the Family Dollar store, CVS pharmacy, and Baker's restaurant.
		6) Design plazas and people gathering places to be consistent with the policies described in "People Gathering Places" of this Element.		2016/2021 - Pedestrian plazas with and without benches have either been constructed or approved in concept at each intersection within the Town Center Policy Area.
		7) Incorporate references to the City's history and regional setting in the Town Center design.		Interior and exterior exhibits at CVS/Baker's/Family Dollar/Smart & Final
			1) Require future development within the Town Center to demonstrate consistency with the Town Center Vision, General Plan policies and, where applicable, the Mixed Use design guidelines contained within the Development Code.	On-going.
Community Design	Goal 10.4 Encourage mixed and multi-use development that is attractively designed, convenient, and contains the desired mix of retail, office and residential uses.			
		1) Encourage design flexibility in mixed/multi-use development by allowing both a vertical and/or horizontal mix of uses.		
		2) Locate mixed/multi-use development in areas of high visibility and accessibility.		Greenspot Village & Marketplace Specific Plan, approved in 2014 and Woodcrest/Tractor Supply project approved in 2021.
		3) Segregate residential parking from commercial and office parking.		On-going.
		4) Provide each residential use with its own private space (such as balconies, patios, terraces or upper level private gardens and plazas) along with larger communal spaces such as lobbies, central gardens or courtyards, and convenient connections to the street and retail uses.		On-going. 2022 – Rexco, TREH and Alliance projects.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		5) Where a vertical mix of uses occurs, site retail or office uses on the ground floor, with residential and/or office uses above. Also, encourage architectural detailing that differentiates each use.		
		6) Locate commercial/retail uses near the sidewalk to provide high visibility from the street.		Town Center & Golden Triangle Policy Areas.
		7) Minimize the visual impact of surface parking by providing berms, landscape buffering and/or locating parking lots to the rear or side of buildings or below buildings.		On-going.
		8) In multi-use development, locate retail and commercial development close to street for higher visibility and residential uses behind for convenience and privacy.		Smart & Final/KZ Devco & TREH projects.
Community Design	Goal 10.5 Encourage the development of attractive, vibrant and convenient commercial centers through careful application of design policies and development standards.			
		1) Design highly visible entrances to retail activity centers through accent landscaping and lighting, enhanced intersection features, monument signs and other design amenities.		On-going.
		2) Design commercial centers with a unifying design theme, but add visual interest through rich architectural detailing, varied massing and rooflines, and accent lighting and landscaping.		East Highlands Village Shopping Center, CVS/Baker's/Family Dollar, Highland Crossings and Highland Crossroads
		3) Locate buildings and building frontages close to the street and street corners with parking behind or to the side of the buildings. Where this is not possible or practical, ensure that street-facing parking is shielded through landscaping or berms.		On-going.
		4) Provide ample landscaping for internal parking areas using landscaped bays and overstory shade trees.		On-going.
		5) Clearly delineate pedestrian routes from parking areas to retail uses to allow easy and safe pedestrian movement.		On-going.
		6) Encourage pedestrian-scale features such as shaded sitting areas, fountains, arcades, canopies and/or awnings, customized signage and strategically located secondary entrances.		Proposed for the Town Center Policy Area and Golden Triangle Policy Area.
		7) Provide people-gathering places and amenities such as miniplazas, courtyards, benches, outdoor eating areas, specialized landscaping, accent lighting, public art, shade, trash receptacles and water fountains.		Proposed for the Town Center Policy Area and Golden Triangle Policy Area.
		8) Link newly developed retail activity centers, where practical, to surrounding residential or office uses through clear and safe pedestrian and bicycle connections.		Proposed for the Town Center Policy Area and Golden Triangle Policy Area.
		9) Encourage internal access between adjacent properties in order to minimize curb cuts along major thoroughfares.		Proposed for the Town Center Policy Area and Golden Triangle Policy Area.
		10) Provide walls when necessary for security and/or privacy from adjoining residential uses. When walls are necessary, pedestrian breaks should be provided for access to commercial uses.		2022 – TREH Commerical and residential projects along SR 210.
		11) Encourage creative wall design to avoid a blank appearance and utilize landscape buffers as an alternative to walls to facilitate pedestrian linkages to commercial areas.		2022 – TREH Commercial and residential projects along SR 210.
Community Design	Goal 10.6 Maintain and enhance single-family neighborhoods with attractive streetscapes, compatible architecture and a high quality of life.			
		1) Incorporate landscaped parkways, consistently spaced street trees, continuous sidewalks and pedestrian-scale streetlights, wherever possible.		On-going
		2) Require new and infill development to be of compatible scale, materials and massing relative to existing development.		East Highlands Village and Historic Village Districts. Base line Corridor
		3) Encourage a variety of architectural styles, massing, floor plans, façade treatment and elevations to create visual interest along the street.		On-going

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		4) Encourage street facing architecture by placing entries and porches at the front of the residence and connecting them to the sidewalk by a pathway.		KZ Holdings residential component.
		5) Encourage a blend of compatible architectural styles that contain rich façade detailing, varied rooflines and quality materials incorporated on all four sides of the residence.		Mediterra Planned Development (2017).
		6) Site garages back from the street and minimize street frontage devoted to driveways and vehicular access.		KZ Holings on Church Ave, north of Base Line.
		7) Consider small lot developments with rear allies that position the garage and driveway to the back of the site to avoid garagedominated streetscapes.		KZ Holings on Church Ave, north of Base Line.
		8) Maintain, improve and/or develop parkways with canopy street trees, providing shade, beauty and a unifying element to residential streets.		On-going in all new development projects.
		9) Encourage maximum landscape coverage of the front yard area as defined by the front setback.		On-going.
		10) Where desirable, encourage traffic-calming measures such as the actual or visual narrowing of streets through widened parkways, canopy trees and neck-down curbs at intersections.		Mediterra Planned Development, Diversified tract along Aplin Street and Kiel/Beazer tract along Cabo Del Oeste.
		11) Design front-yard fencing that is low-scale, partially transparent and of compatible color, style and materials as the primary residence. Long and solid fences and walls are discouraged unless placed along the side or rear yards.		On-going.
		12) In areas of small lot development, incorporate design features that connect it with adjoining areas such as consistent setbacks, building height and pedestrian connections.		Richmond American "Serrano"/Glenrose Ranch & Mastercraft Highland Park.
		13) Establish design and development standards for entire single family developments from the start—remain consistent with enforcing requirements and standards.		On-going.
Community Design	Goal 10.7 Improve the visual quality of Base Line with mid-block corridor residential developments that are compatible with adjoining residential uses.			
		1) Buffer mid-block residential development from arterials through minimum setback requirements, landscaped parkways and semitransparent fencing.		Mastercraft's Highland Park Draft plans.
		2) Design the street-facing façades of corridor development to include extensive architectural detailing, varied surface treatment and interesting rooflines to convey an attractive domestic character.		KZ Devco and Woodcrest Companies project to the west.
		3) Provide highly visible and well-lit connections to adjacent residential and commercial development.		TREH
		4) Encourage visual continuity along mid-block residential development through landscaped parkways, regularly spaced street trees and rhythmic variations of residential façades, styles and colors.		Mastercraft 42
		5) Reduce the visual impact of parking through consolidated parking arrangements, shared driveway access, alley-accessed designs, landscape buffers and recessed, covered parking structures.		Implemented in Richmond American's "Serrano" / Glenrose Ranch project.
		6) Encourage visual breaks in appropriately scaled walls and fencing along the corridor to balance privacy needs with aesthetic impacts. Long continuous blank walls are highly discouraged.		Implemented in Richmond American's "Serrano" / Glenrose Ranch project.
		7) With multiple-family development, require that each unit have garage parking and a reasonable amount of usable private space including elevated decks, terraces, porches or rear yards.		Implemented through the City's multi-family development standards.
		8) On large project sites, encourage design flexibility by using maximum dwelling units per acre as a parcel average to allow for greater provision of on-site open space and		Implemented in Richmond American's "Serrano" / Glenrose Ranch project.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		project amenities.		
		9) Require lot consolidation for lots under same ownership, wherever practical, to encourage more flexible design solutions and viable parcel sizes.		On-going.
		10) Provide pedestrian access and connections to nearby retail, transportation, recreation and educational centers, where practical.		Mediterra Planned Development.
		11) Require new and infill development to be of compatible scale, materials and massing relative to existing development.		Mastercraft 13 at Greenspot Road, Mastercraft 42 on Base Line, and Kiel 54 on Santa Ana Canyon Road.
Community Design	Goal 10.8 Ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.			
		1) Strengthen the image of industrial and business park areas through entry monument signage, distinctive landscaping and complementary architectural design elements.		2014/2015 Work Program Item - "High Tech Highland" initiative.
		2) Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.		2014/2015 Work Program Item - "High Tech Highland" initiative.
		3) Avoid long, blank building walls by incorporating vertical and/or horizontal façade articulation and modulation and varying use of color, materials and landscaping.		2014/2015 Work Program Item - "High Tech Highland" initiative.
		4) Promote the use of 5th Street as a gateway to San Bernardino International Airport through improved signage, gateway monumentation and skyway landscaping.		Greenspot Road Beautification Project entry sign.
		5) Capitalize on the access to industrial areas created by nearby State Route 30 through improved signage and gateway monumentation.		2014/2015 Work Program Item to develop gateway signage for Greenspot Village & Mraketplace.
		6) Provide incentives for consolidating smaller industrial lots into larger parcels.		
		7) Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.		All new industrial dvelopment
		8) Where practical, underground or screen utilities and utility equipment or locate and size them to be as inconspicuous as possible.		New development condition of approval. Implemented through the City's commercial and residential design guidelines.
		9) Reduce the impact of industrial uses on adjacent neighborhoods and commercial areas by buffering them with walls and landscaping and/or by locating service, delivery and loading areas as far as possible from adjacent uses and public streets.		Transition Properties warehouse/distribution project. Patriot Partners warehouse project at 6th & Victoria Ave.
		10) Encourage adjacent industrial buildings to create shared outdoor gathering places that are landscaped and provide relaxing environments for staff and employees.		2020 - Transition Properties warehouse/distribution project, Phase 2.
		11) Locate restaurants and other convenience retail and service uses in close proximity to industrial uses to reduce unnecessary workday car trips by employees and business clients.		Farmer Boys Restaurant on 5th Street and Palm Ave.
Community Design	Goal 10.9 Support and strengthen public and private efforts to preserve historic structures and neighborhoods.			
		1) Encourage restoration and preservation of existing historic residences, buildings and neighborhoods that reflect the architectural character and streetscape patterns of early Highland.		Distribution of Newsletter describing preferred restoration methods & funding. Grant funding available for exterior painting, window and door replacement.
		2) Assist eligible property owners to use federal and state incentives for the restoration and maintenance of historic properties, such as the State of California's Mills Act, which allows for a reduction in property taxes for qualified owners.		Mills Act available and advertised.
		3) Develop a clear pedestrian and vehicular connection between the City's emerging Town Center and the existing Historic District.		2014 & 2018 Public Works applied for a grant to improve portions of Palm Avenue and Pacific Street.
		4) Design and incorporate entry signs, informational plaques, streetscape		Plaque Program / District Identification Signs in place.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		improvements and other edge and boundary treatments at points of entry into the district and at other points of interest.		
		5) Update the design guidelines pamphlet for rehabilitation, remodeling and new construction within the historic district.		On-going. Achieved.
		6) Review and enhance the City's community outreach program for historic preservation through links on the City's webpage, incentive programs for property owners, sponsorship of community events and other efforts.		Neighborhood Pride Program. Citrus Harvest Festival.
		7) Link the City's agricultural past to its current preservation efforts.		Citrus Harvest Festival.
			1) Evaluate the desirability of adopting and applying a historic district overlay zone, which would include design review standards for rehabilitation, remodeling and new construction, to Highland's historic area.	Completed.
			2) Evaluate the desirability of adopting and applying design guidelines or special zoning to the small East Highland Village historic neighborhood.	Adopted in 2009.
			3) Develop a walking tour of the historic district, with informational placards along the way, to promote interest in the district.	On-going. Achieved.
			4) Study the feasibility and possible extent of adaptive reuse of residential and commercial buildings in the Historic Village District on a parcel-by-parcel basis.	
			5) Develop design guidelines for the adaptive reuse of historic residential buildings for commercial uses and commercial buildings for residential uses.	Completed.
Community Design	Goal 10.10 Guide the development of a variety of attractive, engaging and convenient public spaces, including plazas, pedestrian areas and recreational open space.			
		1) Design plazas with: • Ample seating space; • A central focal point or amenity of interest such as public art or fountain; • Proximity to and visibility to and from the street; • Combinations of sun and shade; • All age groups in mind; and • Public space framed by surrounding buildings.		Greenspot Village & Marketplace Specific Plan.
		2) Locate plazas in areas of high visibility such as near streets or along sidewalks or pedestrian paths.		
		3) In areas of heavy pedestrian use, provide wide sidewalks that allow room for window shopping, pedestrian passage, outdoor dining and landscape buffers.		Greenspot Village & Marketplace Specific Plan.
		4) Incorporate civic, regional or vernacular design elements such as historical markers and educational exhibits, where appropriate.		New Police Station Memorial Park at the s/e corner of Central Avenue and Base Line. Dedicated in May 2012.
		5) Incorporate pedestrian scaled, distinctive lighting fixtures in community facilities and other public places with occasional or frequent evening use.		5th Street and Base Line.
		6) Design recreational amenities and parks with all age groups in mind and incorporate architectural and landscape elements consistent with City or regional design themes.		Ongiong - Mediterra
		7) Incorporate small sitting areas and/or shaded courtyards close to shopping areas but buffered from parking and traffic impacts.		All projects within the Town Center Policy Area.
		8) Adopt standards for civic and mini-plazas containing seating, tree and amenity requirements.		Ongiong - Mediterra
Community Design	Goal 10.11 Promote attractive, appropriately scaled and well-coordinated signs.			

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
		1) Continue to develop and enhance the City's graphics and sign program for street signs, parks, public facilities and other civic areas.		New signage found on Jack in the Box and Panda restaurants and the Marinita project at Base Line & the 210 Freeway
		2) For commercial centers along arterial corridors, encourage monument signs that are clearly visible, identify key uses and reflect the design theme of the development.		Found at the intersections of the 210 Freeway with Greensnpot Road and Base Line.
		3) Within commercial centers, use complementary, yet distinctive, sign styles.		On-going.
		4) Within commercial centers, encourage high quality signage, including wall signs, raised letter signs, projecting double-faced signs and customized logos, which complement the architecture of the building or center of which it is a part.		On-going.
		5) Discourage signs that incorporate blinking or flashing elements, pole structures, roof signs or the use of temporary lettering or structures.		On-going. Implemented through City's Sign Code.
		6) Encourage and develop smaller-scale, customized, pedestrian oriented signs within the Town Center.		Sign Code update completed.
			1) Develop a sign guidelines manual with examples of appropriate signs of various scales for arterials, commercial centers and the Town Center. Maximum height limits would need to be defined.	Sign Code update completed.
Community Design	Goal 10.12 Encourage development that is energy efficient and environmentally sustainable.			
		1) Encourage landscaping practices that increase energy efficiency and conserve natural resources such as:		On-going. Implemented through the City's new Water Efficiency Ordinance.
		2) Planting trees and incorporating landscaped berms to provide shade and wind buffering		On-going.
		3) Using native and drought-tolerant landscaping ("xeriscaping") and drip irrigation to conserve water resources.		On-going. City facilities and LMD converted.
		4) Encourage designs that channel runoff to permeable surfaces.		On-going.
		5) Encourage transit-oriented, infill development to make efficient use of existing land.		
		6) Encourage site planning and building orientation that maximizes solar and wind resources for cooling and heating.		
		7) Encourage the use of ecologically sound building materials such as those made of recycled content and contain low amounts of volatile organic compounds (VOCs).		Adopted most recent Cal Green Building Standard Code.
		8) During construction, require developers and builders to protect topsoil in order to reduce dust and runoff impacts.		On-going. Enforcement of NPDES and BMPs
		9) Encourage local recycling and composting initiatives at the neighborhood level.		
			1) Participate in the CEEP (Community Energy Efficiency Program) Certificate and Recognition Program.	City Council Work Program Item (2009/2010) – "Establish a Green Building Site Design Incentive Program (LEED & CEED)" -
			2) Adopt LEED (Leadership in Energy and Environmental Design) design standards for public buildings.	City Council Work Program Item (2009/2010) – "Establish a Green Building Site Design Incentive Program (LEED & CEED)"
			3) Provide "green planning" site design incentives, such as density or height bonuses, reduced parking requirements, reduced processing fees and expedited plan checks.	City Council Work Program Item (2009/2010) – "Establish a Green Building Site Design Incentive Program (LEED & CEED)"
			4) Continue to use water and energy conservation practices in all public buildings and on City property.	
			5) Sponsor community outreach and educational programs that encourage local schools to study and participate in green building design practices.	Public outreach during local events such as the Citrus Harvest Festival and Discover Highland Night.
Community Design	Goal 10.13 Appropriately buffer the boundaries between differing land uses and provide transitions			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	where necessary.			
		1) Encourage the use of landscaped walls or fences that buffer residential areas from commercial uses to allow privacy and noise absorption.		2021 – Found in the Woodcrest / Tractor Supply Co. project.
		2) Reduce the visual impact of freestanding walls by varying their alignment, adding landscaping and/or berms, incorporating decorative surface detailing and choosing materials similar to adjacent residential uses.		On-going.
		3) Locate service lanes, storage and noise-generating uses away from adjoining residential or commercial areas to buffer light industrial and business park areas.		On-going
		4) Link newly developed commercial centers, where practical, to adjoining residential uses.		Greenspot Village & Marketplace & KZ Holdings
		5) Encourage transitions that define boundaries but that also preserve a sense of openness and connectivity. For example, perimeter subdivision walls can contain occasional breaks to provide access to open space and adjoining areas.		On-going
		6) Reconsider subdivision design to reduce or eliminate perimeter block walls to allow more houses and structures to face the street.		KZ Holdings
		7) Encourage use of landscaped trellises and accent landscaping at development entries rather than walls or structures.		
		8) Develop visual and functional transitions to the Town Center and Historic District through entry signs, specialized street lights, widened sidewalks and differentiated paving.		City Council Work Program – "Palm Ave Streetscape Design Guidelines" Summer 2012.
Chapter 11 – Airport Element				
Airport	Goal 11.1 Reduce exposure of people to aircraft noise and overflights, and ensure adequate public notification through buyer awareness measures.			
		1) Limit the development of sensitive land uses located within the 65 decibel (dB) Community Noise Equivalent Level (CNEL) contour.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		2) Require acoustical analysis and noise mitigation measures for sensitive land uses, especially residential uses, in areas significantly impacted by noise.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		3) Ensure compliance of new development with noise standards in the Code of Federal Regulations and California Airport Noise Regulations.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		4) Ensure adherence to standards in the California Building Code (CBC) that govern acceptable interior noise levels associated with exterior airport noise sources.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		5) Participate in planning activities relative to the location and activity of airports and minimize negative impacts on economic development objectives and quality of life in the City.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
			1) Disseminate the latest information on noise mitigation through site planning review and construction techniques.	
			2) Review and respond aggressively to any proposals involving new flight patterns, more intense operations over the City, or relocation or extension of runways that would create the potential for noise impacts on sensitive land uses within the City.	2019-2022 - Attend annual Airport Environmental Mitigation meeting. Ongoing.
			3) Work with the San Bernardino International Airport Authority to encourage restrictions on hours of operation to minimize noise impacts.	On-going as projects are proposed.
Airport	Goal 11.2 Reduce the risk to people and property by limiting the type and intensity of development in			

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
	identified impact areas, ensuring adequate emergency response facilities within or adjacent to airport uses, and requiring adequate public notification of safety policies and procedures.			
		1) Evaluate land use compatibility and safety issues in designated Airport Influence Areas (AIAs) by: • Coordinated planning with regional planning authorities • Compliance with applicable Airport Master Plans, Federal Aviation Administration (FAA) requirements and the California Airport Land Use Planning Handbook.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 All new development projects are reviewed in compliance with Influence Areas of the SBIA and Redlands Municipal Airport. Most recent concerns were addressed during the development of Mediterra, Beazer and the Seven Oaks Dam Policy Area.
		2) Limit the type and intensity of development in designated Airport Influence Areas (AIAs).		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		3) Avoid siting sensitive uses, especially residences, schools and hospitals, nearby airport runways or along approved flight paths.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		4) Encourage the development of open space areas in Highland adjacent to designated airport safety zones.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
		5) Encourage notification requirements and establish a buyer awareness program for areas of Highland within established Areas of Special Compatibility Concern.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 Ongoing – Condition of each development project within the affected area.
		6) Work with the San Bernardino International Airport Authority to ensure that Airport Plans enhance economic advantage, minimize negative impacts to land values and protect Highland's quality of life.		Ongoing with the preparation of the Airport gateway Specific Plan.
			1) Establish occupancy requirements (i.e., noise mitigation and height restrictions) within established airport easement or overflight areas as a condition of approval for new development.	On-going Adoption of SBIA & Highland Interagency Cooperative Agreement adopted on August 22, 2007. Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
			2) Require letters of advisement incorporating information in Conditions, Covenants and Restrictions (CCRs) or Real Estate Disclosures, which report where projects occur within established 65 Community Noise Equivalent (CNEL) and an established Airport Influence Area (AIA).	Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343
Airport	Goal 11.3 Promote the development of the 5th Street Corridor as an attractive employment center and gateway to the San Bernardino International Airport.			
		1) Coordinate proactive airport planning efforts with the City of San Bernardino and the San Bernardino International Airport Authority.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 2022 - Airport Gateway Specific Plan being drafted. Release of the PEIR for public review.
		2) Promote the 5th Street Corridor as a visually unified, business friendly employment center.		This Policy is being implemented with all new development in the Corridor including the Patriot Partners and Crow Holdings projects approved this year.
		3) Provide adequate transitions and/or buffers between existing residential neighborhoods and industrial and other incompatible land uses.		Shown in draft Airport Gateway Specific Plan
		4) Participate in Airport planning efforts to promote compatibility with the City's General Plan.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 Addressed in the draft Airport Gateway Specific Plan
		5) Ensure consistency with appropriate Airport Land Use Compatibility Plans, once adopted.		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 Addressed in the draft Airport Gateway Specific Plan
		6) Encourage flexible development standards that account for changes in market demand related to airport cargo, storage and distribution.		Addressed in the draft Airport Gateway and Specific Plan.
			1) Develop a comprehensive gateway boulevard streetscape	CIP & IVDA.

City of Highland General Plan (Comprehensively Updated in 2006 – CC Resolution No. 2006-015) **Implementation Plan - Annual Review**				**Implementation & Progress:**
General Plan Element:	Goals:	Policies:	Actions:	
			improvement plan for 5th Street.	Airport Gateway Specific Plan
			2) Develop comprehensive design guidelines for the landscaping, architecture and streetscapes within the 5th Street Corridor.	CIP & IVDA. Airport Gateway Specific Plan

ATTACHMENT 2

2022 Housing Element Annual Progress Report

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Law Applications		Application Status	Notes
1					2	3	4	5							6	7	8	9	10		11	12
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted- (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?	Were incentives or concessions reqested pursuant to Government Code section 65915 approved?	Please indicate the status of the application.	Notes*
Summary Row: Start Data Entry Below								0	0	0	554	0	81	0	665	665	0					
	1201-341-33	Greenspot/ Boulder	Alliance Apartments - GVMP PA2	DRA-22-004	5+	R	3/10/2022				546				546	546		No	No	No	Approved	
	1200-421-34	Base Line/Buckeye	KZ Devco 34 SFR Units as rentals	TTM 20387	SFD	R	1/7/2022						34		34	34		No	No	No	Approved	
	0288-562-03	29300 Base Line	Mastercrat 46 SFR units ownership	DRA-22-002	SFD	O	3/15/2022						46		46	46		No	No	No	Approved	
	1192-381-38	7577 Hill Street	New SFR 2787 sf	DRA-22-020	SFD	O	9/20/2022						1		1	1		No	No	No	Approved	
	1192-011-45	7351 Rogers Ln	New SFR 1928 sf	DRA-22-024	SFD	O	12/21/2022				1				1	1		No	No	No	Approved	
	273-252-08	25553 Jane St	New SFR 1400 sf	DRA-22-005	SFD	O	4/1/2022				1				1	1		No	No	No	Approved	
	1191-371-42	7152 Vine Street	New SFR 1518 sf	DRA-22-007	SFD	O	5/31/2022				1				1	1		No	No	No	Approved	
															0							
															0							
															0							
	1191-351-77	26561 Pacific St	Detached ADU 747 sf, Parcel 1	ADU-22-	ADU	R	5/5/2022				1				1	1		No	No	No	Approved	* All ADUs will be considered
	1192-341-43	26795 Bruce St	ADU 750 sf	ADU-22-004	ADU	R	2/1/2022				1				1	1		No	No	No	Approved	
	1210-121-03	Kemper Lane	Detached ADU 990 sf	ADU-22-01	ADU	R	1/3/2022				1				1	1		No	No	No	Approved	
	1210-131-53	Highland Grove	Attached ADU 749 sf	ADU-22-02	ADU	R	1/17/2022				1				1	1		No	No	No	Approved	
	1191-451-17	26912 Villa St	Attached Adu 565 sf	ADU-22-03	ADU	R	2/1/2022				1				1	1		No	No	No	Approved	
	1191-201-11	26142 Base Line	Detached ADU 740 sf	ADU-22-05	ADU	R	2/23/2022				1				1	1		No	No	No	Approved	
	1201-221-33	7413 Crimson Dr	Detached Adu 749 sf	ADU-22-06	ADU	R	3/23/2022				1				1	1		No	No	No	Approved	
	1201-321-37	7799 Church Ave	Detached Adu 737 sf	ADU-22-07	ADU	R	3/30/2023				1				1	1		No	No	No	Approved	
	1200-321-14	6763 Mtn Laurel	Detached ADU 693 sf	ADU-22-08	ADU	R	4/5/2022				1				1	1		No	No	No	Approved	
	278-262-12	7793 Elm	Detached ADU 400 sr	ADU-22-09	ADU	R	4/5/2022				1				1	1		No	No	No	Approved	
	273-241-24	7245 Elmwood	Detached ADU 285 sf	ADU-22-10	ADU	R	4/5/2022				1				1	1		No	No	No	Approved	
	1192-011-48	7385 Rogers Ln	Detached ADU 1,200 sf	ADU-22-11	ADU	R	4/13/2022				1				1	1		No	No	No	Approved	
	1201-321-48	7885 Church Ave	Detached ADU 748 sf	ADU-22-12	ADU	R	4/13/2022				1				1	1		No	No	No	Approved	
	278-213-20	7832 Fairfax Ln	Attached ADU 241 sf	ADU-22-13	ADU	R	4/25/2022				1				1	1		No	No	No	Approved	
	1192-451-40	26911 10th St	Detached ADU 1198 sr	ADU-22-14	ADU	R	5/4/2022				1				1	1		No	No	No	Approved	
	1201-151-03	7436 Webster	Detached Adu 744 sf	ADU-22-15	ADU	R	5/5/2022				1				1	1		No	No	No	Approved	
	1191-501-15	27150 Messina St	Detached ADU 488 sf	ADU-22-19	ADU	R	6/1/2022				1				1	1		No	No	No	Approved	
	1192-481-65	7695 Cole Ave	Attached ADU 714 sf	ADU-22-20	ADU	R	6/29/2022				1				1	1		No	No	No	Approved	

	1192-121-47	7500 Lynwood Wy	Detacheeed ADU 999 sf	ADU-22-21	ADU	R	6/29/2022				1				1	1		No	No	No	Approved	
	1191-471-50	27206 Main St	ADU & JADU	ADU-22-22	ADU	R	7/28/2022				1				1	1		No	No	No	Approved	
	1192-481-85	7698 Bella Terra Av	Detached JADU 749 sf	ADU-22-24	ADU	R	9/19/2022				1				1	1		No	No	No	Approved	
	278-262-13	7785 Elm Ave	Detached JADU 635 sf	ADU-22-25	ADU	R	9/21/2022				1				1	1		No	No	No	Approved	
	1192-471-31	27032 Cypress St	Detached ADU 529 sf	ADU-22-26	ADU	R	9/26/2022				1				1	1		No	No	No	Approved	
	278-092-26	7522 Del Rosa Av	Detached ADU 750 sf	ADU-22-27	ADU	R	9/26/2022				1				1	1		No	No	No	Approved	
	1191-372-07	7148 San Francisco St	Deatached ADU 630 sf	ADU-22-28	ADU	R	10/7/2022				1				1	1		No	No	No	Approved	
	1192-481-37	27114 Cole Ct	Attached ADU 502 sf	ADU-22-29	ADU	R	10/20/2022				1				1	1		No	No	No	Approved	
	1192-101-38	7402 Lynwood Wy	Detached ADU 879 sf	ADU-22-30	ADU	R	10/26/2022				1				1	1		No	No	No	Approved	
	1192-271-23	7878 Eucalyptus Dr	Detached JADU 750 sf	ADU-22-31	ADU	R	11/8/2022				1				1	1		No	No	No	Approved	
	1192-031-45	7461 Guthrie St	Detached ADU 388 sf	ADU-22-32	ADU	R	11/19/2022				1				1	1		No	No	No	Approved	
	1191-472-29	27155 Mansfield St	Detached Adu 552 sf	ADU-22-33	ADU	R	12/6/2022				1				1	1		No	No	No	Approved	
	1192-351-16	7456 San Francisco St	Detached ADU 750 sf	ADU-22-34	ADU	R	12/6/2022				1				1	1		No	No	No	Approved	
	1191-381-33	7213 Vine St	Detached ADU 749 sf	ADU-22-35	ADU	R	12/16/2022				1				1	1		No	No	No	Approved	
	1191-351-02	26555 Pacific St	Detached Adu 749 sf	ADU-22-17	ADU	R	5/5/2022				1				1	1		No	No	No	Approved	
	273-151-01	25473 Pacific St	Detached ADU 748 sf	ADU-22-18	ADU	R	5/20/2022				1				1	1		No	No	No	Approved	
	0273-153-18	6987 Del Rosa Ave	Detached ADU 733 sf	ADU-22-023	ADU	R	8/16/2022				1				1	1		No	No	No	Approved	
	1191-351-78	Tract 20455, Lot 2	Detached Adu 749 sf	ADU-22-016	ADU	R	5/5/2022				1				1	1		No	No	No	Approved	

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	(prepop - planning)

ANNUAL ELEMENT PROGRESS REPORT
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Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								Affordability by Household Incomes - Building Permits								Affordability by Household Incomes - Certificates of Occupancy									Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1					2	3	4							5	6	7								8	9	10								11	12	13	14	15	16	17	18
Prior APN+	Current APN+	Street Address+	Project Name+	Local Jurisdiction Tracking ID+	Unit Category (SFD, ADU, etc.)	Tenure R=Rental O=Owner	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units issued Entitlements	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Building Permits Date Issued	# of Units issued Building Permits	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) Date Issued	# of Units issued Certificates of Occupancy or other forms of readiness	Was any of the units eam Extremely Low income?	Was Project APPROVED using SC 65913.4(b)(1) (SB 35 Streamlining) Y/N	Infill infill Units? Y/N+	Jurisdiction Program for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units affordable without financial assistance or deed restrictions, explain how the locality determined the units were affordable. (see instructions)
Summary Row: Start Data Entry Below							0	0	0	0	179	0	61	0	240	0	0	0	0	0	14	46		74	0	19	0	0	0	17	52		88	0	0	0			
	1192-341-43	26795 Bruce St	ADU 750 sf	20200195	ADU	R								3/1/2022	1		1						4/18/2022	1		1						8/11/2022	1		N	Y			Valuation provided by the owner
	297-34 [illegible]-27	7882 Santorini	New SFR 2,722 sf, TR 18563, Lot 30	20220466	SFD	O									0							1	5/27/2022	0							1	10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $390,885
	297-311-28	7892 Santorini	New SFR 2,929 sf, TR 18563, Lot 31	20220529	SFD	O									0							1	4/20/2022	0							1	10/22/2003	1		N	Y			The valuation of the structure provided by the owner is $468,195
	297-311-11	7899 Santorini	New SFR 2,537 sf, TR 18563, Lot 14	20220828	SFD	O									0							1	4/20/2022	0							1	10/22/2022	1		N	Y			The valuation of the structure provided by the owner is $366,267
	297-311-10	7891 Santorini	New SFR 2,722 sf, TR 18563, Lot 13	20220827	SFD	O									0							1	4/20/2022	0							1	10/22/2022	1		N	Y			The valuation of the structure provided by the owner is $390,885
	1192-332-34	7370 Marshall	Jr. ADU Garage Conversion	20210289	ADU	R									0									0		1						7/7/2022	1		N	Y			The valuation provided by the owner is $18,000
	297-311-29	7900 Santorini	New SFR 2,537 sf, TR 18563, Lot 32	20220830	SFD	O									0							1	4/20/2022	0							1	10/22/2022	1		N	Y			The valuation of the structure provided by the owner is $366,432
	273-241-25	7229 Elmwood Rd	Detached ADU 748 sf	20210212	ADU	R									0									0		1						6/16/2022	1		N	Y			The valuation of the structure provided by the owner is $98,876
	297-331-37	31052 Avenida Ramblas	New SFR 2,239 sf, TR 18563, Lot 35	20220033	ADU	R									0		1						1/19/2022	0								1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner
	1191-161-17	7237 Sterling Ave	Attached ADU 549 sf	20210418	ADU	R									0									0		1						11/2/2022	1		N	Y			The valuation of the structure provided by the owner is $35,437
	297-331-36	7956 Palermo	New SFR 1,806 sf, TR 18563, Lot 126	20220634	SFD	O									0							1	1/19/2022	0							1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner is $275,064
	297-311-30	7908 Santorini	New SFR 2,319 sf, TR 18563, Lot 33	20220626	SFD	O									0							1	4/20/2022	0							1	10/22/2022	1		N	Y			The valuation of the structure provided by the owner is $327,921
	297-331-36	31058 Avenida Ramblas	New SFR 2,435 sf, TR 18563, Lot 124	20220632	SFD	O									0							1	1/19/2022	0							1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350
	1192-371-22	7516 Cunningham Street / 26954 Sparks St	Detached ADU 718 sf	20200680	ADU	R									0									0		1						8/30/2022	1		N	Y			The valuation of the structure provided by the owner is $97,741
	297-331-39	7990 Palermo	New SFR 2,435 sf, TR 18563, Lot 127	20220635	SFD	O									0							1	1/19/2022	0							1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350
	297-331-61	7993 Palermo	New SFR 1,898 sf, TR 18563, Lot 130	20220636	SFD	O									0							1	1/19/2022	0							1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner is $272,282
	297-331-48	8006 Palermo	New SFR 2,239 sf, TR 18563, Lot 136	20220265	SFD	O									0							1	3/3/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $318,879
	297-331-49	8003 Palermo	New SFR 1,898 sf, TR 18563, TR 137	20220266	SFD	O									0							1	3/3/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $273,216
	1192-441-65	27280 Norwood St	New ADU 1,000 sf	20210218	ADU	R									0									0		1						10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $312,180
	297-331-50	8001 Palermo	New SFR 2,435 sf, TR 18563, Lot 135	20220267	SFD	O									0							1	3/11/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350
	1191-421-37	26740 Hillview St	Detached ADU 399 sf	20210240	ADU	R									0									0		1						2/9/2022	1		N	Y			The valuation of the structure provided by the owner is $53,876
	297-331-40	8002 Palermo	New SFR 2,239, TR 18563, Lot 128	20220262	SFD	O									0							1	3/3/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $320,863
	297-331-38	31056 Avenida Ramblas	New SFR 2,239 sf, TR 18563, Lot 123	20220031	SFD	O									0							1	1/19/2022	0							1	8/5/2022	1		N	Y			The valuation of the structure provided by the owner is $320,863
	1192-371-18	26899 Sparks St	Detached ADU 750 sf	20210067	ADU	R									0									0		1						4/6/2022	1		N	Y			The valuation of the structure provided by the owner is $98,191
	297-331-41	8004 Palermo	New SFR 2,435 sf, TR 18563, Lot 129	20220263	SFD	O									0							1	3/3/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350
	0273-153-18	6967 Del Rosa Ave	ADU 750 sf	20200461	ADU	R									0									0		1						12/27/2022	1		N	Y			The valuation of the structure provided by the owner is $45,000.
	1192-121-68	7506 Lew Feltz Dr	Detached ADU 750 sf	20210846	ADU	R									0									0		1						8/2/2022	1		N	Y			The valuation of the structure provided by the owner is $98,000
	273-162-30	9981 Cebum	Attached ADU 748 sf	20210252	ADU	R									0									0		1						10/12/2022	1		N	Y			The valuation of the structure provided by the owner is $72,000
	297-331-42	8006 Palermo	New SFR 1,898 sf, TR 18563, Lot 130	20220264	SFD	O									0							1	3/3/2022	0							1	9/22/2022	1		N	Y			The valuation of the structure provided by the owner is $276,282
	1192-091-44	7566 Newcomb St	New SFR 1,806 sf	20210712	SFD	O									0									0							1	11/2/2022	1		N	Y			The valuation of the structure provided by the owner is $360,000 and the land is valued at $110,000
	1191-361-35	26671 15th St	Detached ADU 802 sf	20211091	ADU	R									0									0		1						8/4/2022	1		N	Y			The valuation of the structure provided by the owner is $82,000
	273-241-08	7102 Elmwood Rd	Attached ADU 750 sf	20210889	ADU	R									0									0		1						10/17/2022	1		N	Y			The valuation of the structure provided by the owner is $42,000
	297-321-34	30963 Campanile Rd	New SFR 2,239 sf, Tract 18563, Lot 75	20211400	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $321,133
	297-321-33	30945 Campanile Rd	New SFR 2,319 sf, Tract 18563, Lot 74	20211402	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $327,295
	297-321-35	30959 Campanile Rd	New SFR 2,929 sf, Tract 18563, Lot 76	20211403	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $408,196
	297-311-31	7909 Portofino St	New SFR 2,319 sf, Tract 18563, Lot 34	20211404	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $327,921
	297-311-35	7885 Portofino St	New SFR 2,319 sf, Tract 18563, Lot 41	20211405	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $327,921
	297-331-33	7884 San Remo Pl	New SFR 2,239 sf, Tract 18563, Lot 121	20211431	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $318,879
	297-311-19	7868 San Remo Pl	New SFR 1,898 sf, Tract 18563, Lot 27	20211430	SFD	O									0									0							1	7/21/2022	1		N	Y			Above moderate income
	297-331-32	7862 San Remo Pl	New SFR 2,804 sf, Tract 18563, Lot 120	20211429	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $409,025
	297-331-31	7880 San Remo Pl	New SFR 1,898 sf, Tract 18563, Lot 119	20211428	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $273,216
	297-331-30	7906 San Remo Pl	New SFR 2,435 sf, Tract 18563, Lot 118	20211427	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $409,025
	297-331-29	7967 San Remo Pl	New SFR 2,239 sf, Tract 18563, Lot 117	20211426	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $320,863
	297-331-28	7956 San Remo Pl	New SFR 1,898 sf, Tract 18563, Lot 116	20211425	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $366,267
	297-331-27	7981 San Remo Pl	New SFR 1,806 sf, Tract 18563, Lot 115	20211424	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $273,216
	297-311-40	7519 Portofino St	New SFR 2,929 sf, Tract 18563, Lot 43	20211409	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $417,980
	297-311-39	7899 Portofino St	New SFR 2,539 sf, Tract 18563, Lot 42	20211408	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $366,267
	297-311-33	7891 Portofino St	New SFR 2,929 sf, Tract 18563, Lot 36	20211407	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $408,196
	297-311-32	7903 Portofino St	New SFR 2,722 sf, Tract 18563, Lot 35	20211406	SFD	O									0									0							1	7/21/2022	1		N	Y			The valuation of the structure provided by the owner is $396,885
	297-331-45	8009 Palermo	New SFR 1,898 sf, TR 18563, Lot 134	20220348	SFD	O									0							1	3/25/2022	0							1	10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $275,464
	297-331-47	8007 Palermo	New SFR 2,435, TR 18563, Lot 133	20220452	SFD	O									0							1	3/22/2022	0							1	10/25/2022	1		N	Y			
	1192-141-62	7538 Lynwood Wy	Attached ADU 735 sf	20211372	ADU	R									0									0		1						8/18/2022	1		N	Y			The valuation of the structure provided by the owner is $11,025
	297-331-43	8010 Palermo	New SFR 2,435 sf, TR 18563, Lot 131	20220402	SFD	O									0							1	3/22/2022	0							1	10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350
	297-331-44	8012 Palermo	New SFR 2,239 sf, TR 18563, Lot 132	20220344	SFD	O									0							1	3/22/2022	0							1	10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $321,133
	297-331-46	8014 Palermo	New SFR 2,435, TR 18563, Lot 133	20220348	SFD	O									0							1	3/22/2022	0							1	10/25/2022	1		N	Y			The valuation of the structure provided by the owner is $348,350

Jurisdiction	Highland					
Reporting Year	2022	(Jan. 1 - Dec. 31)				
Planning Period	5th Cycle	10/15/2021 - 10/15/2029				

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Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

| | | | | |

Jurisdiction	Highland																													
Reporting Year	2022	(Jan. 1 - Dec. 31)																												
Planning Period	6th Cycle	10/15/2021 - 10/15/2029																												

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Note: "+" indicates an optional field
Cells in gray contain auto-calculation formulas

	1191-501-15	27150 Messina St	Detached ADU 488 sf	ADU-22-19	ADU	R				1				5/1/2022	1										0																		

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

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This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

Income Level		1 RHNA Allocation by Income Level	Projection Period - 06/30/2021-10/14/2021	2 2021	2022	2023	2024	2025	2026	2027	2028	2029	3 Total Units to Date (all years)	4 Total Remaining RHNA by Income Level
Very Low	Deed Restricted	619	-	-	-	-	-	-	-	-	-	-	24	595
	Non-Deed Restricted		9	8	7	-	-	-	-	-	-	-		
Low	Deed Restricted	409	-	-	-	-	-	-	-	-	-	-	205	204
	Non-Deed Restricted		201	-	4	-	-	-	-	-	-	-		
Moderate	Deed Restricted	471	-	-	-	-	-	-	-	-	-	-	4	467
	Non-Deed Restricted		2	2	-	-	-	-	-	-	-	-		
Above Moderate		1,014	-	17	46	-	-	-	-	-	-	-	63	951
Total RHNA		2,513												
Total Units			212	27	57	-	-	-	-	-	-	-	296	2,217

Progress toward extremely low-income housing need, as determined pursuant to Government Code 65583(a)(1).

	5 Extremely low-Income Need		2021	2022	2023	2024	2025	2026	2027	2028	2029	6 Total Units to Date	7 Total Units Remaining
Extremely Low-Income Units*	310		-	-	-	-	-	-	-	-	-	-	310

*Extremely low-income houisng need determined pursuant to Government Code 65583(a)(1). Value in Section 5 is default value, assumed to be half of the very low-income RHNA. May be overwritten.

Note: units serving extremely low-income households are included in the very low-income RHNA progress and must be reported as very low-income units in section 7 of Table A2. They must also be reported in the extremely low-income category (section 13) in Table A2 to be counted as progress toward meeting the extremely low-income housing need determined pursuant to Government Code 65583(a)(1).

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will only include units that were permitted since the start of the planning period. Projection Period units are in a separate column.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

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Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table C

Sites Identified or Rezoned to Accommodate Shortfall Housing Need and No Net-Loss Law

Project Identifier				Date of Rezone	RHNA Shortfall by Household Income Category				Rezone Type	Sites Description							
1				2	3				4	5	6	7	8		9	10	11
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Date of Rezone	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Rezone Type	Parcel Size (Acres)	General Plan Designation	Zoning	Minimum Density Allowed	Maximum Density Allowed	Realistic Capacity	Vacant/Nonvacant	Description of Existing Uses
Summary Row: Start Data Entry Below																	

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Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1 Name of Program	2 Objective	3 Timeframe in H.E	4 Status of Program Implementation
Program 1: Homeowner Rehabilitation Program			
	· Establish a working relationship with NPHS through annual meetings to increase the number of loans provided to City residents. Provide technical support for grant pursuits such as letters of support.	· Set up annual meetings with NPHS to identify and implement partnership opportunities by fall 2023	No activity.
	· Engage in regularly scheduled meetings with County staff to discuss homeowner rehabilitation resources.	· Set up meetings with County staff by winter 2023 and continue ongoing engagement and coordination, including annual meetings to identify and allocate funds for rehabilitation through HUD grant opportunities.	Ongoing telephone conversatoins with the San Bernardino County Department of Community Development and Housing and Econonmic Development Agency. Discussion of various grant programs such as Community Development Block Grant Funding, Veterans Administration funding and Homeless Program funding.
	· Partner with County and establish annual meetings to identify funds for rehabilitation efforts through HUD grant opportunities and to seek and apply for funding through the annual pursuit of Permanent Local Housing Allocation (PLHA) Funds and through technical support with other grant pursuits where opportunities arise.	· Maintain resources on website ongoing throughout the planning period.	No activity regarding PLHA funding opportunities.
Program 2: Residential Rental Program			
	· Amend the Municipal Code to eliminate the provisions of the Crime Free Multiple-Family Rental-Housing Program ordinance in compliance with fair housing requirements and the federal Fair Housing Act.	· Amend Zoning Code to eliminate Crime Free Multiple-Family Rental-Housing Program by December 2023.	No activity. Awaiting revisions to the City's Housing Element and concurrance with State HCD prior to implementation.
Program 3: Code Enforcement			
	· Assist with bringing properties into compliance with the Zoning Code through targeted outreach to households in low opportunity/lower resource areas[1], including extremely low-income households. Targeted outreach should include annual multilingual mailers to lower-income properties in need of repair, with information on available resources on how issues can be resolved, including improvements through the use of grant funds such as CDBG and PLHA funds.	· Ongoing assistance to properties with code compliance issues.	No activity
	· Post resources for code compliance on the City's website and connect residents to such resources when the property is at risk of being noncompliant with the Zoning Code.	Update City website by winter 2023.	Some modifications to the City's website and permitting software (iWORQ) to implement the beginning stages of this program.
	· Track 100 percent of residential properties inspected by Code Enforcement and report on the number of residential properties that received assistance for opportunities to proactively assist property owners.	Ongoing.	Tracking of residential properties is underway. Reporting of properties is underway within the Community Development Block Grant target area.
Program 4: Inclusionary Housing			
	· Ongoing implementation of Inclusionary Housing Ordinance, which requires that 15 percent of all newly constructed dwelling units in residential developments projects be offered to and sold or rented to extremely low-, very low-, low- and moderate-income households, or payment of in-lieu fees where applicable.	Ongoing implementation of ordinance and allocation of funding, when available.	Ongoing.
	· Allocate funding to the preservation, rehabilitation, and construction of affordable housing, with a priority for projects that have at least 20 percent of housing set-aside for extremely low-income households in higher resource areas with access to amenities such as recreation, services, education, and other needs.		Ongoing.
	· Dedicate 100 percent of in-lieu housing fees collected for affordable housing development and programs.		Ongoing.
	· Prioritize funding for projects that have at least 20 percent of housing set-aside for extremely low-income households in in higher resource areas with access to amenities such as recreation, services, education, and other needs.		Ongoing.
Program 5: Impact Fees			
	· Annually, review fees after the budget cycle.	· Bi-annually	Ongoing. Scheduled for City Council review Summer 2023.
	· Analyze fees for affordable housing, and reduce fees where feasible.	Ongoing prioritization of projects throughout the planning period.	Ongoing.

	Prioritize at least 30 percent of capital improvement projects funded by development impact fees in low opportunity/lower resource areas.		Ongoing.
Program 6: Density Bonus			
	Update Density Bonus Ordinance, consistent with State law.	By winter 2023.	No activity.
Program 7: Housing Choice Voucher Referrals			
	· Maintain relevant resources on the City website.	Ongoing through planning period.	Completed.
	· Increased coordination with the Housing Authority of the County of San Bernardino through annual meetings		No activity.
	· Refer interested residents and support the provision of 394 vouchers annually throughout the city and facilitate rent subsidies in high opportunity/ higher resource areas.		No activity.
	Housing Mobility Strategies Support the provision of 394 vouchers annually to facilitate rent subsidies for low-income, very low-income, and extremely low-income residents in high opportunity/ higher resource areas and increased access to amenities, such as recreation, services, education, and other needs.		No activity.
Program 8: By-Right Development on Previously Identified Housing Sites			
	Permit qualifying developments by-right in accordance with State requirements.	Ongoing through planning period.	In place and ongoing.
	Create the opportunity for by-right redevelopment of up to 1,511 residential units* of which a minimum of 20 percent must be affordable to lower-income households, including very low- and extremely low-income households.		Ongoing.
Program 9: Developer Outreach and Transparency			
	Maintain the City's website with the most current information, including the promotion of pre-application conference opportunities to make developers aware of available technical assistance and streamline the permit application process.		In place and ongoing.
Program 10: Innovative and Efficient Housing			
	Update the City's website.	By winter 2023.	Partially completed.
Program 11: Town Center, Base Line Corridor, and Victoria Avenue Corridor Policy Areas			
	· Coordinate quarterly meetings with appropriate agencies to coordinate land use and transportation planning and to advocate for the prioritization of projects that align with Highland's vision.	Establish quarterly meetings by July 2023.	Coordinate with San Bernardino County Transportation Authority (SBCTA) and participate in monthly planning meetings.
	Prioritize capital improvements in lower and moderate resource areas and oversee the completion of the ongoing and planned projects within the planning period.		Ongoing (ie. CDBG pavement rehabilitation programs)
Program 12: Accessory Dwelling Units			
	Develop an affordable ADU incentive program.	Develop affordable ADU incentive program by spring 2024.	No action.
Program 13: Homeowner Assistance Programs			
	· Establish a working relationship with NPHS through annual meetings to develop resources for residents on options for creative ownership housing models or homeowner assistance programs. Offer technical support for grant pursuits such as letters of support.	· Meet with NPHS, or other nonprofits and community housing advocacy groups, on an annual basis.	No activity.
	· Maintain resources on City website with annual updates.	Ongoing through planning period.	Completed.
Program 14: Priority Services			
	· Maintain a database of existing and proposed affordable housing developments.		Completed.
	Engage in the Water and Sewer System Master Plan updates.	Submit the Housing Element to the East Valley Water District within 1 month of Housing Element adoption.	No activity. Awaiting revisions to the City's Housing Element and concurrance with State HCD prior to implementation.
Program 15: Fair Housing Mediation			
	· Continue to maintain information on the City's website and send updates to residents through annual e-news blasts to the City's listserv. Ensure that content is culturally appropriate, and offered in multiple languages.	Ongoing through planning period.	No activity.
	· Continue to partner with IFHMB and coordinate annually to gather and analyze local data to inform fair housing priorities and opportunities.		Partially completed.

	Provide annual staff trainings on how to refer complaints and inquiries to IFHMB.		Partially completed.
Program 16: Affordable Housing Preservation Program			
	· Continue to maintain up-to-date information on the City's website.	Ongoing through planning period.	Partially completed.
	· Maintain and monitor a list of affordable housing developments and year of possible expiration of deed-restriction or other assistance for 100 percent of lower-income units, including extremely low-income units in the City.		Completed.
	Establish a working relationship with NPHS through annual meetings to ensure the continued preservation of affordable housing.		No activity.
Program 17: Housing for Persons with Disabilities			
	· Update the City's website to provide accessibility resources.	· Update website with accessibility resources by winter 2023.	No activity.
	Amend the City's reasonable accommodations procedure and Zoning Code's definition of "Family" to ensure consistency with fair housing requirements and the federal Fair Housing Act.	Amend reasonable accommodations procedure and Zoning Code definition of "Family" by summer 2024	No activity.
Program 18: Group Homes and Residential Care Facilities			
	· The City will update the Zoning Code to create separate definitions and permitting processes for Residential Care Facilities (licensed group homes) serving six or fewer residents and those serving seven or more residents, and permit those serving six or fewer persons in all single-family zones subject only to the generally applicable laws that apply to all single-family residences and permit those serving seven or more in at least one zone without discretion.	By winter 2023.	No activity
	The City will update the Zoning Code to permit unlicensed group homes in single-family zones, subject only to the generally applicable health, safety, and zoning laws that apply to all single-family residences in accordance with state housing law.		No activity
Program 19: Emergency Shelters, Transitional Housing, Permanent Supportive Housing, and Single Room Occupancy			
	· Permit supportive housing by-right in residential zones that permit multifamily uses and mixed-uses zones that allow residential uses in accordance with AB 2162 (2018).	By winter 2023.	No activity
	· Permit emergency shelters by-right in at least one zone and ensure that parking requirements accommodate the staff working in the shelter and do not require more parking than other residential or commercial uses within the same zone in accordance with AB 139 (2019).		No activity
	· Permit transitional and supportive housing as a residential use in the same manner as other residential uses in the same zone subject only to those restrictions that apply to other residential dwellings of the same type in the same zone pursuant to Government Code section 65583(c)(3).		No activity
Program 20: Mobile Home Preservation			
	Require a report for each proposed conversion or closure.	Ongoing through planning period.	No conversions to date.
	Consider the findings of the report, as well as the impact on the existing housing supply, lower-income households, and displaced persons.		N/A
Program 21: Collaborative Partnerships			
	· Continue outreach to local affordable housing service providers to identify partnership opportunities, and offer funding application assistance.	· Ongoing outreach throughout the planning period.	Partially completed.
	· Support the development of 89 new affordable rental units through a Housing Authority grant and long-term ground lease.	Commit to providing a Housing Authority grant and long-term ground lease by spring 2024 that will facilitate the development of 89 new affordable rental units to be completed in the planning period	Partially completed. Affordable Housing Agreement to be considered by the Highland City Council and Housing Authority in April 2023
Program 22: Lot Consolidation Incentive			

	The City will amend the code to incentivize lot consolidation on specified sites, providing expedited development permit review through priority processing for projects utilizing lot consolidation.	By winter 2023.	No activity.
Program 23: Annual Progress Reports			
	· Track housing production, remaining capacity, and program progress.	Ongoing through planning period with annual reports.	Ongoing
	Submit adopted Annual Progress Reports (APR) annually by April 1st.		Ongoing
Program 24: No Net Loss			
	· Amend staff procedures to ensure all development proposals and rezone proposals are reviewed against the capacity identified for sites in the Sites Inventory (Appendix E).	Tracking is ongoing and amendments to procedures will be implemented by winter 2023.	Ongoing.
	Develop a methodology for tracking remaining capacity.		Partially completed.
Program 25: Fair Housing Outreach			
	· Coordinate annual meetings with County of San Bernardino and fair housing agencies.	· By winter 2023.	Partially completed
	· Continue to participate in the Analysis of Impediments to Fair Housing Choice.	Update to the City's Analysis of Impediments every 3 to 5 years.	Ongoing
	· Evaluate the need for an Ad Hoc Fair Housing Committee when updating the Analysis of Impediments.		No activity
	Implement a procedure that prompts fair housing administration for all housing and community development decisions, including capital investments.		No activity
Program 26: Replacement Requirements			
	· Amend staff procedures related to the review and issuance of demolition and development permits.	Amend staff procedures by winter 2023, continue ongoing replacement requirements throughout the planning period.	Ongoing, partially complete
	Enforce replacement requirements in accordance with Government Code Section 66300.		Ongoing, partially complete
Program 27: Low-Barrier Navigation Centers			
	Amend the Zoning Code, consistent with State requirements.	By winter 2023.	No activity
Program 28: Affordable Housing Streamlining			
	Amend the Zoning Code and staff procedures, consistent with State requirements.	Amendment to take place by winter 2023, and streamlining availability to be ongoing through planning period.	Partially completed
Program 29: Objective Design Standards			
	· Monitor Zoning Code amendments to ensure any new design standards are objective.	· Ongoing through planning period.	No activity. Awaiting revisions to the City's Housing Element and concurrance with State HCD prior to implementation.
	Amend Zoning Code to remove subjective design review criteria and ensure an objective design review process for residential projects requiring minor or major design review.	Amend existing design review process by December 2023.	No activity. Awaiting revisions to the City's Housing Element and concurrance with State HCD prior to implementation.
Program 30: Surplus Lands			
	· Identify and track surplus City-owned sites.	· Annually, throughout the planning period.	Completed
	· Report on surplus lands annually through Housing Element APRs.	· Facilitate the development of 89 new affordable senior rental units on a surplus site to be completed within the planning period.	Completed and ongoing
	· Facilitate the development of 89 new affordable senior rental units on a surplus site, including 49 units affordable to extremely low- or low-income households, through a land donation/ long-term ground lease with a below fair market value rent.	Ongoing, throughout the planning period.	Partially completed. Draft Affordable Housing Agreement to be reveiwed by the City Council and Housing Authority in April 2023
	Identify opportunities to facilitate the development of affordable homes on surplus local public land utilizing mechanisms such as land donations, land sales with significant write-downs, or below-market land leases with a priority on surplus land in high opportunity/ higher resource areas		Ongoing
Program 31: Increased Transparency			
	· Ensure all relevant information is provided on the City's website.	Ongoing, throughout the planning period.	Ongoing
	· Continue to update information as changes are made and as it becomes available.		Ongoing
Program 32: Reduced Parking Requirements			
	Amend the Zoning Code to identify a process by which parking requirements can be reduced for religious institutions in exchange for housing development.	By winter 2023.	No activity

General Comments

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Table E
Commercial Development Bonus Approved pursuant to GC Section 65915.7

Project Identifier				Units Constructed as Part of Agreement				Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
1				2				3	4
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Description of Commercial Development Bonus	Commercial Development Bonus Date Approved
Summary Row: Start Data Entry Below									

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F
Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA+ Listed for Informational Purposes Only				Units that Count Towards RHNA + Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1+. For detailed reporting requirements, see the chcklist here:
	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	Extremely Low-Income+	Very Low-Income+	Low-Income+	TOTAL UNITS+	https://www.hcd.ca.gov/community-development/docs/adequate-sites-checklist.pdf
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Mobilehome Park Preservation									
Total Units by Income									

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table F2

Above Moderate Income Units Converted to Moderate Income Pursuant to Government Code section 65400.2

For up to 25 percent of a jurisdiction's moderate-income regional housing need allocation, the planning agency may include the number of units in an existing multifamily building that were converted to deed-restricted rental housing for moderate-income households by the imposition of affordability covenants and restrictions for the unit. Before adding information to this table, please ensure housing developments meet the requirements described in Government Code 65400.2(b).

Project Identifier					Unit Types		Affordability by Household Incomes After Conversion							Units credited toward Above Moderate RHNA		Notes
1					2	3	4							5		6
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (2 to 4,5+)	Tenure R=Renter	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total Moderate Income Units Converted from Above Moderate	Date Converted	Notes
Summary Row: Start Data Entry Below																

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Table G
Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of

Project Identifier						
1				2	3	4
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Realistic Capacity Identified in the Housing Element	Entity to whom the site transferred	Intended Use for Site
Summary Row: Start Data Entry Below						

Jurisdiction	Highland
Reporting Period	2022 (Jan. 1 - Dec. 31)

NOTE: This table is meant to contain an invenory of ALL surplus/excess lands the reporting jurisdiction owns

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

For San Bernardino County jurisdictions, please format the APN's as follows:9999-999-99-9999

Table H
Locally Owned Surplus Sites

Parcel Identifier				Designation	Size
1	2	3	4	5	6
APN	Street Address/Intersection	Existing Use	Number of Units	Surplus Designation	Parcel Size (in acres)
Summary Row: Start Data Entry Below					

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

NOTE: SB 9 PROJECTS ONLY. This table only needs to be completed if there were lot splits applied for pursuant to Government Code 66411.7 OR units constructed pursuant to 65852.21.
Units entitled/permitted/constructed must also be reported in Table A2. Applications for these units must be reported in Table A.

ANNUAL ELEMENT PROGRESS REPORT

Housing Element Implementation

optional field

Cells in grey contain auto-calculation formulas

Table I

Units Constructed Pursuant to Government Code 65852.21 and Applications for Lot Splits Pursuant to Government Code 66411.7 (SB9)

Project Identifier				Project Type	Date	Unit Constructed			
1				2	3	4			
APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Activity	Date	Very Low Income	Low Income	Moderate Income	Above Moderate Income
Summary Row: Start Data Entry Below									

Jurisdiction	Highland	
Reporting Period	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

NOTE: STUDENT HOUSING WITH DENSITY BONUS ONLY. This table only needs to be completed if there were student housing projects WITH a density bonus approved pursuant to Government Code65915(b)(1)(F)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Not
Cells in g

Table J

Student housing development for lower income students for which was granted a density bonus pursuant to subparagraph (F) of paragraph (1) of subdivision (b) of Section 65915

Project Identifier				Project Type	Date	Units (Beds/Student Capacity) Approved						
1				2	3	4						
APN	Street Address	Project Name+	Local Jurisdiction Tracking ID+	Unit Category (SH - Student Housing)	Date	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate-Income
Summary Row: Start Data Entry Below												

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	7
Low	Deed Restricted	0
	Non-Deed Restricted	4
Moderate	Deed Restricted	0
	Non-Deed Restricted	14
Above Moderate		46
Total Units		**71**

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	**Entitled**	**Permitted**	**Completed**
SFA	0	0	0
SFD	84	60	69
2 to 4	0	0	0
5+	546	0	0
ADU	32	11	19
MH	0	0	0
Total	**662**	**71**	**88**

Housing Applications Summary	
Total Housing Applications Submitted:	42
Number of Proposed Units in All Applications Received:	665
Total Housing Units Approved:	665
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	**Rental**	**Ownership**	**Total**
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

Jurisdiction	Highland	
Reporting Year	2022	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	$ 150,000.00	*Total award amount is auto-populated based on amounts entered in rows 15-26.*

Task	$ Amount Awarded	$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes
Award Contract to iWORQ	$150,000.00				4/12/2022
Software modules created		$81,000.00			9/22/2022

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	2
Low	Deed Restricted	0
	Non-Deed Restricted	579
Moderate	Deed Restricted	0
	Non-Deed Restricted	81
Above Moderate		0
Total Units		**662**

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	7
Low	Deed Restricted	0
	Non-Deed Restricted	4
Moderate	Deed Restricted	0
	Non-Deed Restricted	14
Above Moderate		46
Total Units		**71**

Certificate of Occupancy Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	19
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	17
Above Moderate		52
Total Units		**88**