City of Highland

Randall Hamerly, Chair

Chandra Thomas, Vice Chair

Nicole McCance, Commissioner

Jarrod Miller, Commissioner

Brent Merideth, Commissioner

Planning Commission Regular Meeting Agenda

March 3, 2026 at 6:00 PM
City Hall Donahue Council Chambers
27215 Base Line, Highland CA 92346

Staff

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

Mission Statement

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

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

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

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

Call to Order

Pledge of Allegiance

Public Comment

To address the Planning Commission, please complete a speaker form located at the entrance and give it to the Administrative Assistant prior to the beginning of the meeting. Your name will be called when it is your turn to speak. Individual speakers are limited to 3 minutes each. For those wishing to make public comments by email, please submit your comments by 5:00 p.m. on March 3, 2026, to publiccomment@highlandca.gov. If you are submitting a public comment pertaining to an item on the agenda, please identify the agenda item number. Members of the public may submit comments on public hearing items at any time before the meeting, as well as during the meeting up until the close of the public hearing for the respective item.

Planning Commission Consent Calendar

1. Minutes - February 17, 2026 Planning Commisison Regular Meeting

   Approve minutes as submitted.

Planning Commission Public Hearing

2. Request for a two-year Extension of Time (EXT 25-007) for Design Review Application (DRA 22-022) for the development of a 284,917 square foot warehouse and related Tentative Parcel Map No. 20680 (TPM 22-011) to merge fourteen (14) existing parcels into one (1), located at the northwest corner of Palm Avenue and Meines Street.

   Adopt Resolution No. 26 – ____, approving Extension of Time application (EXT 25-007) for a two (2) year extension of Design Review Application (DRA 22-022), and Tentative Parcel Map No. 20680 (TPM 22-011), subject to the Conditions of Approval and Findings of Fact.

3. Conditional Use Permit Application (CUP 25-008) for a new telecommunications facility including a 60' faux Mono Eucalyptus located behind an existing church building on approximately 6.9 acres at the southeast corner of Base Line and Church Street, 28909 Base Line, Highland (APN 1210-011-38).

   Adopt Resolution No. 26 – ____, approving Conditional Use Permit Application (CUP 25-008) for a 60-foot tall Mono Eucalyptus-stealthed wireless telecommunication tower and associated 300 square-foot equipment shelter subject to the Conditions of Approval and Findings of Fact.

Planning Commission Legislative

4. Review of the City's 2025 General Plan Implementation and Housing Element Annual Reports in accordance with Government Code Sections 65400 and 65588.

   Receive and file the 2025 General Plan and Housing Elment Annual Reports.

Announcements

Adjourn

Certification

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

Staff Report
to the Planning Commission

Agenda Item No. 1.

Date:	March 3, 2026
From:	Lawrence Mainez, Community Development Director
Reviewed By:	Lawrence Mainez, Community Development Director
Prepared By:	Camille Duarte, Administrative Assistant III
Subject:	Minutes - February 17, 2026 Planning Commisison Regular Meeting

Recommendation:
Approve minutes as submitted.

Fiscal Impact:
None.

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

Project Detail:
None.

Attachments:
1. PC Minutes 02-17-2026

PLANNING COMMISSION REGULAR MEETING MINUTES
February 17, 2026 – 6:00 P.M.

CALL TO ORDER

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

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Nicole McCance
	Commissioner	Jarrod Miller
Absent:	Commissioner	Brent Merideth

Staff Present: Lawrence Mainez, Community Development Director
Kim Stater, Assistant Community Development Director
Brian Wolfe, Assistant Public Works Director
Travis Trejo, Assistant Planner
Camille Duarte, Administrative Assistant III

Chair Hamerly led the Pledge of Allegiance.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

PLANNING COMMISSION LEGISLATIVE

1. Election of Chair and Vice Chair

   The Planning Commission elected Randall Hamerly for Chair and Chandra Thomas for Vice Chair. Motion carried 4-0, with Commissioner Merideth being absent.

CONSENT CALENDAR

1. Minutes from January 20, 2026 Regular Meeting.

   A MOTION was made by Vice Chair Thomas and seconded by Commissioner Miller to approve the minutes as amended. Motion 4-0, with Commissioner Merideth being absent.

PUBLIC HEARINGS

2. An application by Patriot USICVI 5th Street, LLC to construct a 173,976 square foot tilt-up warehouse at the southeastern convener of 5th Street and Victoria Avenue requiring the annexation of a .56 acre parcel from the City of San Bernardino into the City of Highland; General Plan Amendment (GPA 23-001) to expand the City's Sphere of Influence, Zone Change (ZC 23-001) to Pre-Zone the .56 acre parcel Business Park (BP), Conditional Use

Permit (CUP 22-014) to permit the development of a warehouse, Design Review Application (DRA 22-023) for review of the site development plans, and Tentative Parcel Map No. 20621 (TTM 23-001) to consolidate eleven (11) parcels into one (1) parcel. (Continued from January 20, 2026)

A MOTION was made by Chair Hamerly and seconded by Vice Chair Thomas to continue the item to March 17, 2026. Motion 4-0 with Commissioner Meredith being absent.

Request for a one-year Extension of Time (EXT 25-008) for Conditional Use Permit (CUP-21-001), Design Review Application (DRA 21-001), Lot Line Adjustment (LLA 21-001) and Design Review Application (DRA 21-001B), entitlements related to the development of two (2) drive-thru restaurants on approximately 2.04 acres located at the northeast corner of Base Line and Buckeye Street, Highland (APN 1200-421-02 and -03).

Assistant Planner Trejo presented the staff report.

Commissioner Miller asked if this is the applicant's last one year extension?

Assistant Planner Trejo stated the applicant is allowed one more year of extension of time.

Chair Hamerly asked if the applicant has the plan check approvals?

Assistant Planner Trejo stated they have not formally submitted to Building and Safety, currently they have the entitlement.

Commissioner McCance asked what is the unresolved issue with the traffic signal and what does the timeline for installation look like?

Assistant Public Works Director Wolfe stated the timeline is dependent on this development and it will be the last component of a cost sharing agreement that's in process. The city is one of the contributors. It would be RDA funds, and also a sizable portion that's unfunded, which is $350,000 to 400,000. There are least one or two establishments on the south side of Base Line.

Commissioner Miller asked if there was a plan for the $300,000-$400,000 unfunded? Who will fund it?

Assistant Public Works Director Wolfe stated it is possible for other funding sources such as transportation funds. The signal is warranted, which will open the door for additional funding the city can apply for.

Chair Hamerly opened the public hearing.

Applicant Michael Lundin stated the signal wasn't entitled along with the existing entitlement of the project at that time. We still need to have a final agreement with the City of Highland regarding the signal. The developer has funded basically most of the design of the signal to

date. I hope that answers where we are at today regarding signal. But my understanding is it was funded by the city at a future date. We had issues with some retailers we previously worked with because of the signal delays, however we are regrouping and getting back on track.

Chair Hamerly asked do you anticipate to bring back to the Planning Commission a modified Design Review Application?

Applicant Michael Lundin stated it is possible, yes.

A **MOTION** was made by Vice Chair Thomas and seconded by Commissioner Miller to adopt Resolution No. 2026 – 002, approving Extension of Time application (EXT 25-008) for a one (1) year extension of time for Conditional Use Permit (CUP 21-001), Design Review Application (DRA 21-001), Lot Line Adjustment (LLA 21-001) and Design Review Application (DRA 21-001B), subject to the amended Conditions of Approval and Findings of Fact. Motion carried, 4-0, with Commissioner Merideth being absent.

RESOLUTION NO. 2026 –002

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND APPROVING A ONE (1) EXTENSION OF TIME (EXT 25-008) FOR CONDITIONAL USE PERMIT (CUP 21-001), DESIGN REVIEW APPLICATION (DRA 21-001), LOT LINE ADJUSTMENT (LLA 21-001), AND DESIGN REVIEW APPLICATION (DRA 21-001B), RELATED TO THE DEVELOPMENT OF TWO (2) MULTI-TENANT DRIVE-THRU RESTAURANT BUILDINGS LOCATED AT THE NORTHWEST CORNER OF BASE LINE AND BUCKEYE ST.

ANNOUNCEMENTS

The next Planning Commission Regular Meeting will be held March 3, 2026.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 6:15 p.m.

Submitted by:

Camille Duarte, Administrative Assistant III

Approved by:

Randall Hamerly, Chair

Staff Report
to the Planning Commission

Agenda Item No. 2.

Date:	March 3, 2026
From:	Lawrence Mainez, Community Development Director
Reviewed By:	Kim Stater, Assistant Community Development Director Lawrence Mainez, Community Development Director
Prepared By:	Tiffany Martinez, Assistant Planner
Subject:	Request for a two-year Extension of Time (EXT 25-007) for Design Review Application (DRA 22-022) for the development of a 284,917 square foot warehouse and related Tentative Parcel Map No. 20680 (TPM 22-011) to merge fourteen (14) existing parcels into one (1), located at the northwest corner of Palm Avenue and Meines Street.

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

Recommendation:
Adopt Resolution No. 26 – ____, approving Extension of Time application (EXT 25-007) for a two (2) year extension of Design Review Application (DRA 22-022), and Tentative Parcel Map No. 20680 (TPM 22-011), subject to the Conditions of Approval and Findings of Fact.

Fiscal Impact:
Staff time for the review of the project and preparation of the staff report is covered by the application fee provided by the Applicant.

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

Project Detail:

Environmental Review:
The original entitlements for Design Review Application (DRA 22-022), and Tentative Parcel Map No. 20680 (TPM 22-011) were subject to an Initial Study / Mitigated Negative Declaration (IS/MND) as part of the CEQA review process. The City, as the Lead Agency, oversaw preparation of the Initial Study / Mitigated Negative Declaration (IS/MND) and determined that the Project will not have a significant impact upon the environment. A Mitigation Monitoring and Reporting Program was adopted by the PC on June 20, 2023 and a Notice of Determination was filed on June 27, 2023.

Public Hearing Posting and Mailing:

As required by City Council Resolution, notice of the public hearing was posted at the City's three designated posting locations on February 20, 2026. On February 20, 2026, a legal advertisement was published in the SB Sun. In addition on February 20, 2026, the notice was posted on the City's website and mailed to property owners within 300 feet of the project site as well as those who previously requested notice.

Public Comment:
Staff has not received any public comments in response to the project notice or public hearing notice at the time of preparing this staff report.

Description of the Site:
The site is comprised of fourteen (14) vacant parcels (Attachment 1 – Area Map). At the time of entitlement there were various residential and industrial structures which have since been demolished.

The overall area of the site is relatively flat, sloping gradually to the south. The site itself is zoned for Industrial (I) uses. The general area of the site, the 5th Street Corridor, is in transition from its older, non-conforming uses to airport-related uses that align with the General Plan's vision. As stated in the Land Use Element of the General Plan, a primary vision of the City is to transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport.

Surrounding Land Uses

North: City Creek Bypass Flood Control Channel
South: Farmer Boys Restaurant, Vacant Parcels, Legal/Non-conforming Residential
East: Palm Avenue / Contractors Storage Facility
West: Filipino American Association of San Bernardino County

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

Previous Action:
On June 20, 2023, the Planning Commission adopted:
- Resolution No. 2023-026, approving DRA-21-001 for development of a 284,917 sf warehouse
- Resolution No. 2023-027, approving Tentative Parcel Map No. 20680 / TPM 22-011, and
- Resolution No. 2023-028 adopting a MND and MMRP (ENV 23-004).

On April 1, 2025, The Planning Commission adopted:
- Resolution No. 2025-005, approving a one-year Extension of Time for the project, extending it to June 20, 2027.

Background:
The original approval in June 2023 consisted of merging fourteen (14) existing parcels into one, the approved land use, the site plan, the landscape plan, the grading plan, as well as building elevations for the development of a 284,917 square foot warehouse with 30 loading docks and 193 parking spaces located on 12.8 acres. The layout includes 8000 square feet of office area at the southeast and southwest corners of the building. There are three (3) points of access on the site; two (2) along Palm Avenue, and one (1) along Meines Street. Trucks will only have access from two (2) of the points of access, the northern access from Palm Avenue and the access from Meines Street. The trucking area will be screened by a 10-foot-tall concrete wall with 40-foot-wide access gates on each end. Meanwhile, the remainder of the site will feature an 8-foot-tall tubular steel fence.

The exterior has a modern look, similar to other warehouses being developed nearby. The walls are white with light gray, dark gray, and glass accent glazing on the southern, eastern, and western faces. The southeast and southwest corners of the building along Meines Street are clad with blue reflective glazing and black anodized aluminum. Additionally, the corners are accented with orange L-shaped pop-outs that extend into decorative metal brow overhangs.

An Initial Study was prepared for the project. It was determined that Mitigation Measures were necessary to address and reduce impacts to below a level of significance in the areas of air quality, biological resources, cultural and tribal cultural resources. Based upon the Findings of the Initial Study and adoption of Mitigation Measures, the Project will not have a significant impact upon the environment. As part of the June 2023 approval, a Mitigated Negative Declaration and Mitigation and Reporting Program (ENV 21-004) were adopted.

Analysis:
The respective applications were originally approved on June 20, 2023, for a three (3) year span, set to expire on June 20, 2026. The Highland Municipal Code allows for applications to be extended a total of three (3) years. The first Extension of Time (EXT 25-001) pushed the expiration date to June 20, 2027. The current application is seeking an additional two years, extending the expiration to June 20, 2029.

The Applicant cites that they have gone through a majority of the plan check process for the plans and will need more time before building the warehouse. The current market conditions make the project financially infeasible at this time (Attachment 2 - Extension of Time Letter).

In compliance with HMC Section 16.08.200.B, Extension of Time findings have been made that granting of the extension will not be detrimental to the public health, safety or welfare or materially injurious to properties or improvements in the vicinity. The relevant City departments have reviewed the extension request and found that the original conditions remain valid. There were no significant changes to the surrounding environment. Staff recommends the Planning Commission to approve the extension of time to allow the applicant to continue moving forward on this project.

Attachments:
1. Area Map
2. Extension of Time Letter
3. Project Plans
4. Planning Commission Resolution No 2023-026 for DRA 22-022
5. Planning Commission Resolution No. 2023-27 for the TPM 22-011
6. Planning Commission Resolution No 2023-028

7. Resolution No 2026-__ Approving Extension of Time Application (EXT 25-007)

Attachment 1: Area Map


COLE
COLE
DRUMMOND
BELLA TERRA
PALM
RUSTIC
PEACOCK
CYPRESS
CYPRESS
CYPRESS
BONITA
HIBISCUS
HIBISCUS
COLE
ROYCE
DRUMMOND
PEACOCK
7TH
COLE
FLEMING
6TH
PALM
PALM
PALM
MEINES
MEINES
MEINES
5TH
5TH
5TH
5TH
5TH
PALM
3RD

Attachment 2: Extension of Time Letter

LOVETT
INDUSTRIAL

December 17th, 2025

City of Highland
Attn: Kim Stater
27215 Base Line
Highland, CA 92346

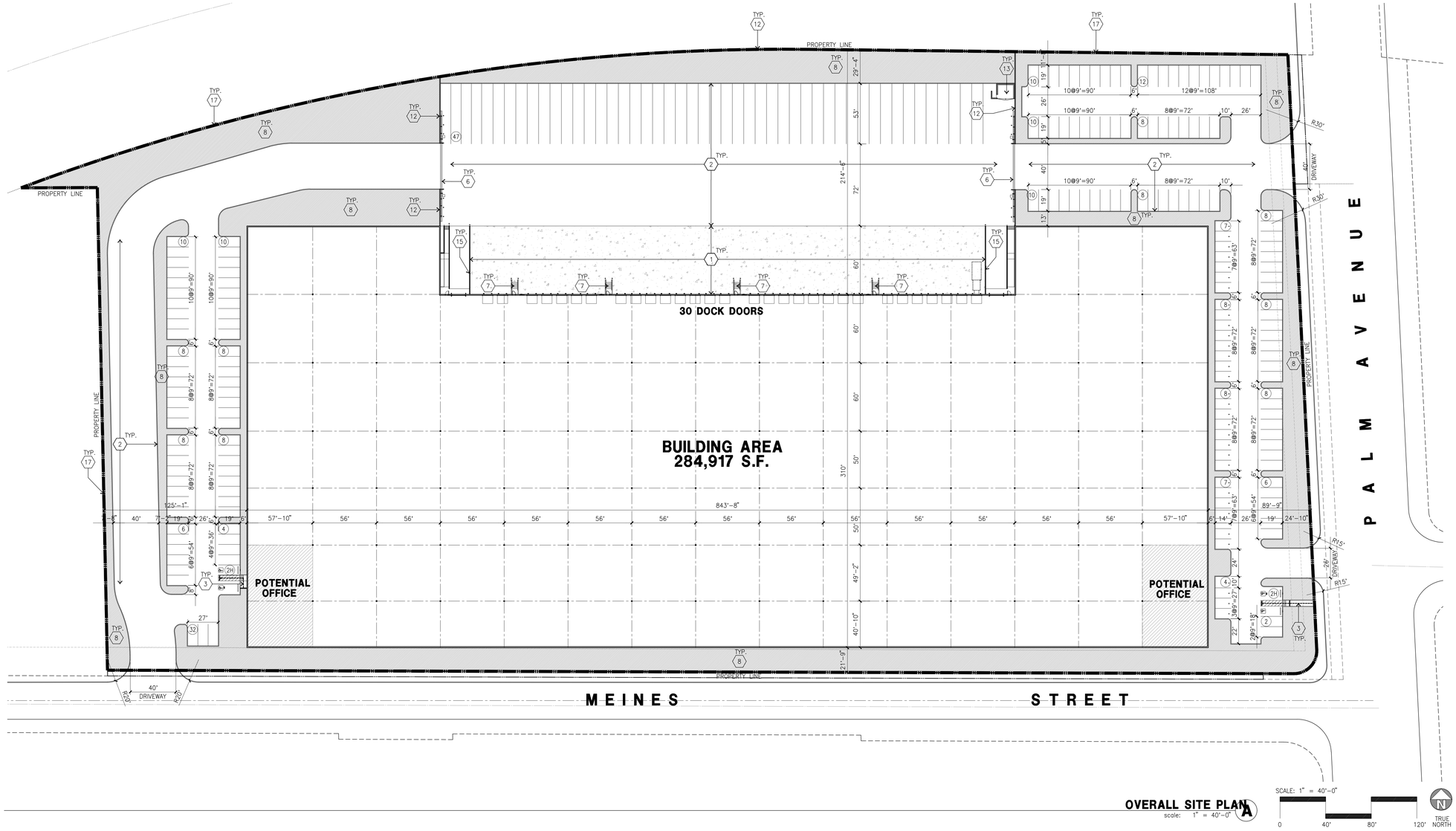
To whom it may concern,

Due to market conditions, commencing construction on the Meines Street Industrial Project, located at 27260 Meines Street, in the City of Highland, is not currently financially feasible. We are requesting a 24-month extension of time (from current expiration of June 2027) for our project entitlements as we continue to evaluate market conditions with the goal of initiating construction once the project becomes financially feasible.

Sincerely,



Tyler Banton
Market Leader, West Region
Lovett Industrial, LLC



OVERALL SITE PLAN A
scale: 1" = 40'-0"

PROJECT INFORMATION

Project Address

27200, 27232 & 27280 MEINES ST.
HIGHLAND, CA 92346

Assessors Parcel Number

1192-621-02 1192-621-08
1192-621-03 1192-621-20
1192-621-04 1192-621-21
1192-621-05 1192-621-22
1192-621-06
1192-621-07

Owner/ Applicant

TYLER BANTON
LOVETT INDUSTRIAL
880 APOLLO ST. #301
EL SEGUNDO, CA 90245
PHONE: 949-402-2760

Zoning

GENERAL PLAN DESIGNATION:
I – INDUSTRIAL

Applicant's Representatives

HPA, INC.
18831 BARDEEN AVE. – STE #100
IRVINE, CA 92612
CONTACT:DOUG HINRICHS
PHONE: (949)-862-2135
FAX: (949)-863-0851

Utility Information

WATER:
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
909-889-9501

SEWER:
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
909-889-9501

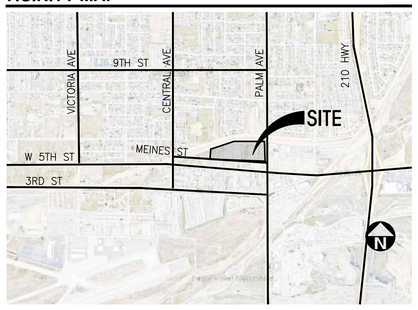
CABLE:
CHARTER COMMUNICATIONS
7337 CENTRAL AVENUE
RIVERSIDE, CA92504
PHONE: 951-406-1627

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
26100 MENIFEE ROAD
MENIFEE, CA92584
PHONE: 714-796-9932

TELEPHONE:
AT&T
1452 EDINGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780
PHONE: 714-227-1431

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA AVENUE
REDLANDS, CA 92734
PH:909-335-7583

VICINITY MAP



KEYNOTES - SITE PLAN

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. PORTLAND CEMENT CONCRETE (PCC) PAVING.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH.
4. DECORATIVE SCORED CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X4" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" - 12" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 8' H PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. EXTERIOR CONCRETE STAIR.
8. LANDSCAPE. SEE "L" DWGS.
9. ROOFTOP HVAC UNITS AND/OR GENERATORS TO BE ADEQUATELY VISUALLY SCREENED FROM PUBLIC VIEW.
10. BIKE RACK.
11. APPROXIMATE LOCATION OF TRANSFORMER. ADEQUATELY SCREEN FROM PUBLIC VIEW.
12. 10' H CONCRETE SCREEN WALL.
13. TRASH ENCLOSURE. SEE DETAIL B/DAB-A4.1.
14. SMOKING AREA.
15. 42" H GUARD WALL.
16. LOCATION OF EXISTING POWER POLE
17. 8' HIGH TUBULAR STEEL FENCE
18. 8' HIGH FENCE WITH GREEN VINES

SITE LEGEND

- HEAVY BROOM FINISH CONCRETE PAVING.
- PORTLAND CEMENT CONCRETE (PCC) PAVING.
- STANDARD PARKING STALL (9' X 19')
- COMPACT PARKING STALL (9' X 14')
- ACCESSIBLE PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- PROPERTY LINE
- 26' WIDE FIRE LANE

GENERAL NOTES - SITE PLAN

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

PROJECT DATA

SITE AREA		
In s.f.	555,855	sf
In acres	12.8	ac
BUILDING AREA		
Office	5,000	sf
Mezzanine	3,000	sf
Warehouse	276,917	sf
TOTAL	**284,917**	sf
SITE COVERAGE		
Maximum Allow ed	60%	
Actual	51.3%	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	32	stalls
Whse: 1/1,100 s.f	277	stalls
TOTAL	**309**	stalls
AUTO PARKING PROVIDED		
Standard (9' x 19')	159	stalls
Compact (9' x 14')	34	stalls
Total Auto	193	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x 53')	47	stalls
ZONING ORDINANCE		
Zoning - Industrial (I)		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
LANDSCAPE REQUIREMENT		
Percentage - 10% of total parking area		
LANDSCAPE PROVIDED		
In s.f.	64,146	sf
Percentage	23.7%	
SETBACKS		
Building	Landscape	
Front - 20'	Min. - 10'	
Side - 0', Street side - 20'		
Rear - 0'		

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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

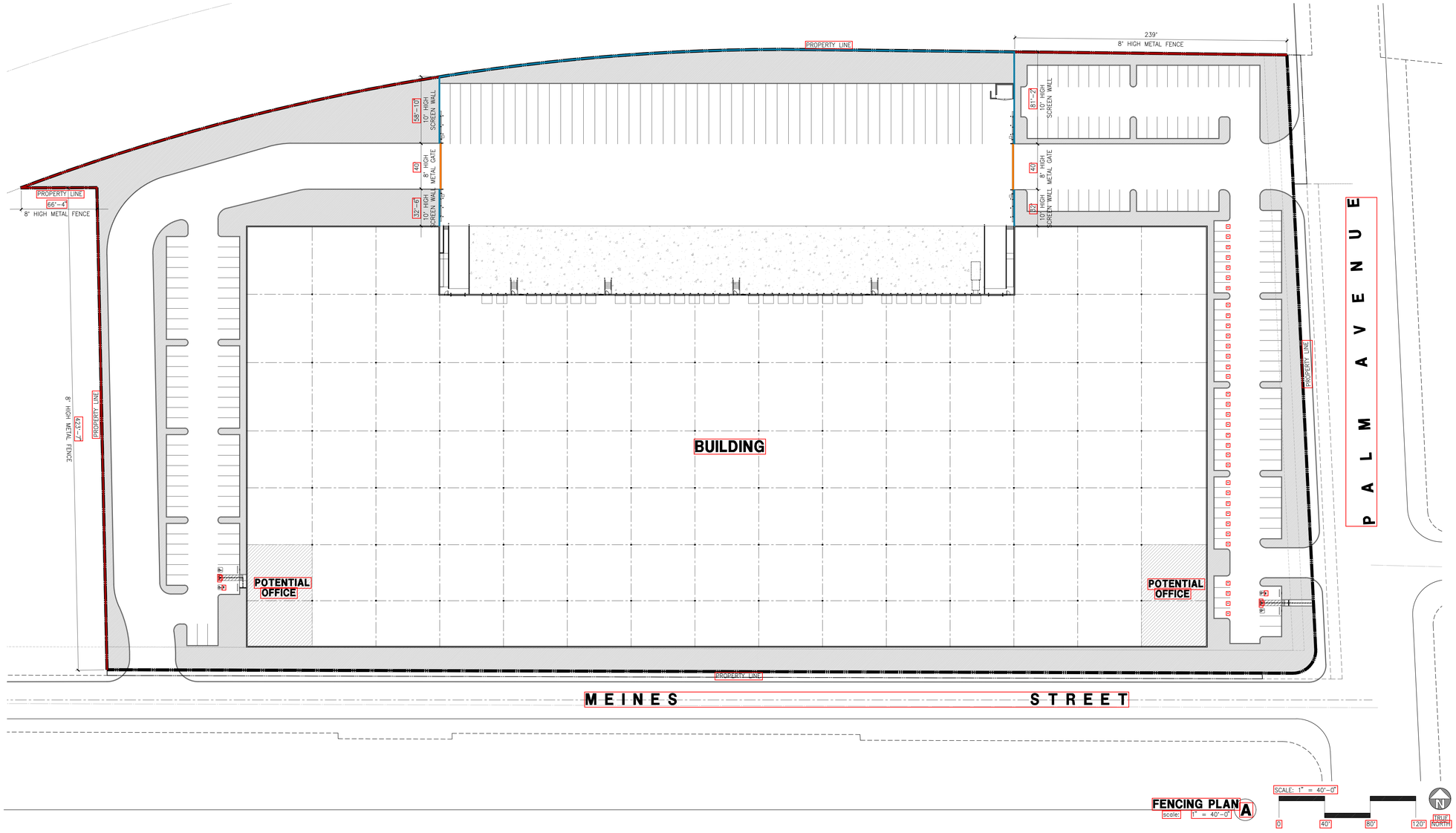
Title: OVERALL SITE PLAN

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision:

Sheet:

DAB-A1.1

CAUTION: IF THIS SHEET IS NOT 30" X 42", IT IS A REDUCED PRINT



hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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

Title: OVERALL SITE PLAN

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision:

Sheet:

DAB-A1.0F

CAUTION: IF THIS SHEET IS NOT 30" X 42", IT IS A REDUCED PRINT

LEGAL DESCRIPTION (TR1):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

LOT 3, BLUE RIBBON FARMS, TRACT NO. 2060, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE(S) 65, RECORDS OF SAID COUNTY.

LEGAL DESCRIPTION (TR2):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

LOTS 1 AND 67, BLUE RIBBON FARMS, TRACT NO. 2060, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

LEGAL DESCRIPTION (TR3):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

PARCEL ONE :

LOT 4, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL TWO :

LOT 6, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL THREE :

LOT 7, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL FOUR :

LOT 68, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL FIVE :

LOT 69, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL SIX :

LOT 70, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY THE DEED RECORDED SEPTEMBER 23, 1952 AS INSTRUMENT NO. 339 IN BOOK 3026, PAGE 84, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY THE DEED RECORDED FEBRUARY 7, 1980 AS INSTRUMENT NO. 80-032747, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

PARCEL SEVEN :

THAT PORTION OF THE EAST 1/2 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING SOUTH OF THE SOUTH LINE OF THE EASEMENT GRANTED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY INSTRUMENT RECORDED OCTOBER 19, 1959, IN BOOK 4959, PAGE 565, OFFICIAL RECORDS.

EXCEPTING THEREFROM THE EAST 40 FEET, MORE OR LESS, AS CONVEYED TO THE COUNTY OF SAN BERNARDINO IN DEED RECORDED NOVEMBER 17, 1952, IN BOOK 3054, PAGE 420, OFFICIAL RECORDS.

THE PROPERTY HEREIN DESCRIBED IS ALSO SHOWN ON LICENSED LAND SURVEYOR'S MAP RECORDED IN BOOK 15, PAGE 64, RECORDS OF SURVEY.

PARCEL EIGHT :

PARCEL B AS SHOWN ON CERTIFICATE OF COMPLIANCE NO. COC 018-005 AS EVIDENCED BY DOCUMENT RECORDED FEBRUARY 14, 2019 AS INSTRUMENT NO. 2019-48201 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE WEST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER RECORD OF SURVEY 00-041, RECORDED IN BOOK 114, PAGES 26 THROUGH 28, INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHERLY OF THE SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT (200.00 FOOT FULL-WIDTH) AS SHOWN ON SAID RECORD OF SURVEY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE PROPERTY DESCRIBED IN DOCUMENT NO. 91-300840, RECORDED AUGUST 7, 1991, OFFICIAL RECORDS OF SAID COUNTY, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE, NORTH 00°06'17" EAST ALONG THE WEST LINE OF SAID PROPERTY, A DISTANCE OF 112.79 FEET TO SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BASEMENT, SAID POINT BEING THE BEGINNING OF A 1900.00 FOOT RADIUS NON-TANGENT CURVE CONCAVE TO THE SOUTH, A RADIAL TO SAID POINT BEARING NORTH 02°10'33" WEST;

THENCE, EASTERLY ALONG SAID SOUTH LINE AND ALONG SAID CURVE, AN ARC DISTANCE OF 165.50 FEET THROUGH A CENTRAL ANGLE OF 4°59'27" TO THE NORTHWEST CORNER OF PARCEL NO. 1 AS DESCRIBED IN DOCUMENT NO. 94- 154840, RECORDED APRIL 1, 1994, OFFICIAL RECORDS OF SAID COUNTY, AS SHOWN ON SAID RECORD OF SURVEY; THENCE, CONTINUING ALONG SAID CURVE AND ALONG SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT AND ALONG THE NORTH LINE OF SAID PARCEL NO. 1, AN ARC DISTANCE OF 23.54 FEET, THROUGH A CENTRAL ANGLE OF 00°42'36";

THENCE, SOUTH 86°28'31" EAST ALONG SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT AND ALONG THE NORTH LINE OF SAID PARCEL NO. 1, A DISTANCE OF 142.19 FEET TO THE NORTHEAST CORNER OF SAID PARCEL NO. 1;

THENCE, SOUTH 00°06'38" WEST ALONG THE EAST LINE OF SAID PARCEL NO. 1, A DISTANCE OF 117.51 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL NO. 1; THENCE, NORTH 87°17'06" WEST ALONG THE SOUTH LINE OF SAID PARCEL NO. 1 AND ALONG THE SOUTH LINE OF SAID PROPERTY DESCRIBED IN DOCUMENT NO. 91-300840, A DISTANCE OF 331.22 FEET TO THE POINT OF BEGINNING.

PARCEL NINE :

THAT PORTION OF THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, LYING SOUTH OF THE SOUTH LINE OF THE EASEMENT GRANTED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT, BY INSTRUMENT RECORDED JANUARY 7, 1960 IN BOOK 5025, PAGE 489, OFFICIAL RECORDS.

LEGAL DESCRIPTION (TR4):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 5, IN TRACT NO. 2060, BLUE RIBBON FARMS, AS PER MAP RECORDED IN BOOK 29, PAGE 65 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

FOR CONVEYANCING PURPOSES ONLY: APN 1192-621-06-0-000

TITLE REPORT EXCEPTIONS (TR4):

THE FOLLOWING EASEMENTS, STATEMENTS AND MATTERS AS DISCLOSED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO: NCS-1118674-ONT1, DATED AUGUST 2, 2022.

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY, OR CONTENT OF SAID PRELIMINARY REPORT IS ASSUMED BY THIS MAP.

(NO.) INDICATES ITEM NUMBER PER SCHEDULE "B", EXCEPTIONS TO COVERAGE, OF ABOVE PRELIMINARY REPORT.

(1) 1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET.

(2) 2. (A) TAXES OR ASSESSMENTS THAT ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; (B) PROCEEDINGS BY A PUBLIC AGENCY THAT MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.

(3) 3. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR THAT MAY BE ASSERTED BY PERSONS IN POSSESSION OF THE LAND.

(4) 4. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS.

(5) 5. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND NOT SHOWN BY THE PUBLIC RECORDS.

(6) 6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS.

(7) 7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023, A LIEN NOT YET DUE OR PAYABLE.

(8) 8. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

(9) 9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED APRIL 14, 1927 AS BOOK 219, PAGE 157 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(NO PLOTTABLE SURVEY MATTERS)

(10) 10. ANY DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS WHICH NAME PARTIES WITH THE SAME OR SIMILAR NAMES AS RAYMOND C. RAMIREZ AND RAYMOND I. RAMIREZ. THE NAME SEARCH NECESSARY TO ASCERTAIN THE EXISTENCE OF SUCH MATTERS HAS NOT BEEN COMPLETED. IN ORDER TO COMPLETE THIS PRELIMINARY REPORT OR COMMITMENT, WE WILL REQUIRE A STATEMENT OF INFORMATION.

11. WE FIND NO OUTSTANDING VOLUNTARY LIENS OF RECORD AFFECTING SUBJECT PROPERTY. AN INQUIRY SHOULD BE MADE CONCERNING THE EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY.

12. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

13. RIGHTS OF PARTIES IN POSSESSION.

14. THE EFFECT OF A DEED DATED MARCH 18, 2022, EXECUTED BY RAYMOND I. RAMIREZ, SUCCESSOR TRUSTEE OF RAMIREZ FAMILY TRUST, AS GRANTOR, TO RAYMOND I. RAMIREZ, AS GRANTEE, RECORDED MARCH 18, 2022, AS INSTRUMENT NO. 2022-0103780 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

NOTE: THE COMPANY WILL REQUIRE AN AFFIDAVIT OF EXECUTION AND DELIVERY OF DEED EXECUTED BY THE GRANTOR IN THE PRESENCE OF A FIRST AMERICAN NOTARY OR OTHEP SATISFACTORY PROOF THAT THE DEED WAS VALID PRIOR TO REMOVING THIS EXCEPTION OR INSURING THE CONTEMPLATED TRANSACTION.

LEGAL DESCRIPTION (TR5):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 2, TRACT NO. 2060, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

FOR CONVEYANCING PURPOSES ONLY: APN 1192-621-03-0-000

TITLE REPORT EXCEPTIONS (TR5):

THE FOLLOWING EASEMENTS, STATEMENTS AND MATTERS AS DISCLOSED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO: NCS-1118674-01-ONT1, DATED AUGUST 2, 2022.

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY, OR CONTENT OF SAID PRELIMINARY REPORT IS ASSUMED BY THIS MAP.

(NO.) INDICATES ITEM NUMBER PER SCHEDULE "B", EXCEPTIONS TO COVERAGE, OF ABOVE PRELIMINARY REPORT.

(1) 1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I-REQUIREMENTS ARE MET.

(2) 2. (A) TAXES OR ASSESSMENTS THAT ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; (B) PROCEEDINGS BY A PUBLIC AGENCY THAT MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.

(3) 3. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR THAT MAY BE ASSERTED BY PERSONS IN POSSESSION OF THE LAND.

(4) 4. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS.

(5) 5. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND NOT SHOWN BY THE PUBLIC RECORDS.

(6) 6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS.

(7) 7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023, A LIEN NOT YET DUE OR PAYABLE.

(8) 8. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

(9) 9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED APRIL 6, 1926 AS BOOK 88, PAGE 159 AND RECORDED APRIL 14, 1927 IN BOOK 219, PAGE 157, BOTH OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE. LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(NO PLOTTABLE SURVEY MATTERS; SAID DOCUMENT RECORDED IN BOOK 88, PAGE 159 REQUIRES THAT THE PREMISES BE USED FOR RESIDENTIAL PURPOSES)

(10) 10. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "DEED AND AGREEMENT" RECORDED JANUARY 15, 1962 AS BOOK 5631, PAGE 26 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

(11) 11. A CERTIFIED COPY OF A JUDGMENT OR AN ABSTRACT THEREOF, RECORDED APRIL 26, 2006 AS INSTRUMENT NO. 2006-0283203 OF OFFICIAL RECORDS.
COURT: SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES
CASE NO.: 05C01452
DEBTOR: ROBERT FORSHAY AN INDIVIDUAL
CREDITOR: L&J ASSETS LLC A CALIFORNIA LIMITED LIABILITY COMPANY
AMOUNT: $16,319.63, AND ANY OTHER AMOUNTS DUE THEREUNDER.
(NO PLOTTABLE SURVEY MATTERS)

THE LIEN OF THE JUDGMENT HAS BEEN EXTENDED AS EVIDENCED BY THE DOCUMENT RECORDED FEBRUARY 19, 2016 AS INSTRUMENT NO. 2016-0065807 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

(12) 12. ANY RIGHT, TITLE OR INTEREST OF THE SPOUSE, IF ANY, OF ANY MARRIED VESTEE HEREIN.

(13) 13. WE FIND NO OUTSTANDING VOLUNTARY LIENS OF RECORD AFFECTING SUBJECT PROPERTY. AN INQUIRY SHOULD BE MADE CONCERNING THE EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY.

(14) 14. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

(15) 15. RIGHTS OF PARTIES IN POSSESSION.

(16) 16. LIEN FOR FIRE HAZRD ABATEMENT IN FAVOR OF SAN BERNARDINO COUNTY CODE ENFORCEMENT - FIRE HAZARD ABATEMENT
AGAINST: FORSHAY ROBERT
AMOUNT: $1,241.00
RECORDED: APRIL 21, 2022 AS INSTRUMENT NO. 2022-0149901 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

HPA architecture 43 Years

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

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TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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STRUCTURAL	
MECHANICAL	
PLUMBING	
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LANDSCAPE	HUNTER LANDSCAPE
FIRE PROTECTION	
SOILS ENGINEER	

Title: LEGAL DESCRIPTION

Project Number:	22240
Drawn by:	DH
Date:	09/16/2022

Revision:

Sheet:

DAB-A1.2

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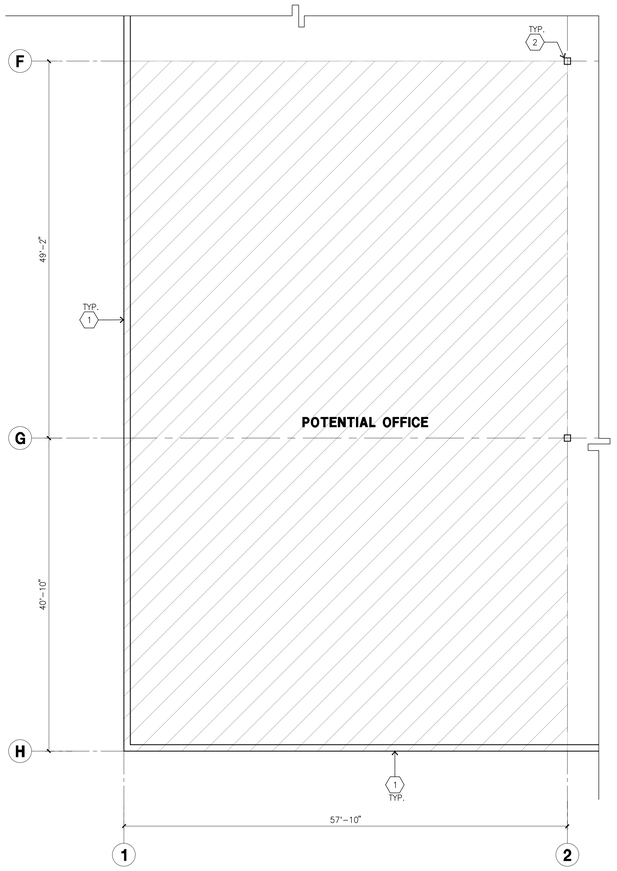


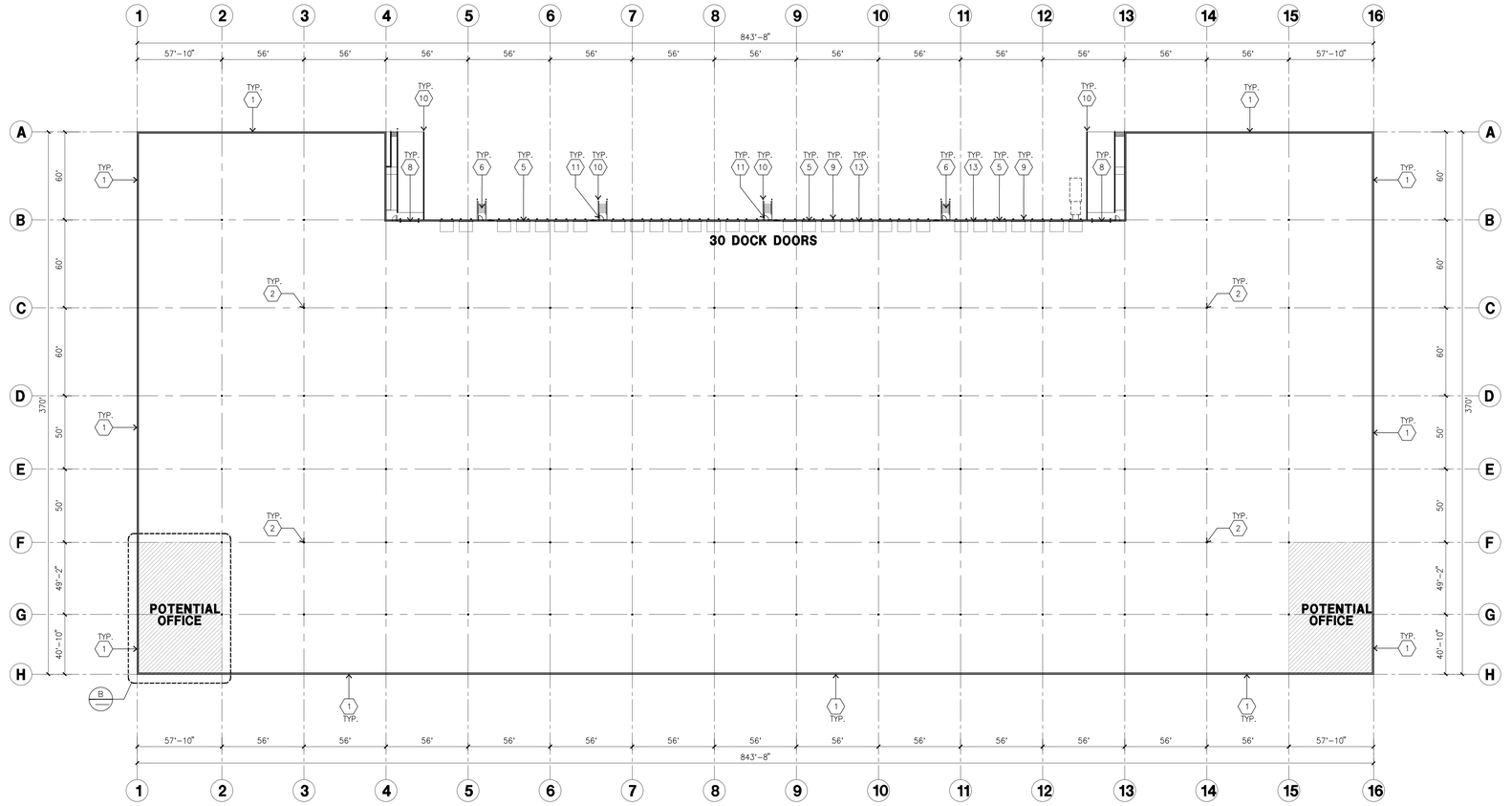
ENLARGED FLOOR PLAN

scale: 1/8" = 1'-0" (B)

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

0 8' 16' 24'

TRUE NORTH



OVERALL FLOOR PLAN

scale: 1" = 40'-0" (A)

SCALE: 1" = 40'-0"

0 40' 80' 120'

TRUE NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE BLOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. NOT USED.
5. 9' X 10' TRUCK DOOR. SECTIONAL O'H., STANDARD GRADE.
6. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4": 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12' X 14' DRIVE THRU. SECTIONAL OH., STANDARD GRADE.
9. DOCK BUMPER.
10. CONCRETE FILLED GUARD POST. 6" DIA. U.N.O.. 42"H.
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
12. METAL CANOPY ABOVE
13. Z GUARD

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. THE BUILDING FLOOR SLAB IS FLAT. SEE CONCEPTUAL GRADING PLAN FOR FINISH SURFACE ELEVATIONS.
4. NOT USED.
5. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINTED WITH SAFETY YELLOW FROM 12' A.F.F. TO UNDERSIDE OF ROOF STRUCTURE ALL GYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS.
7. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GRIDLINE, OR FACE OF STUD U.N.O.
8. SEE CONCEPTUAL GRADING PLAN FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
9. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN.
10. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE.
11. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
12. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
13. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 1133B.1.1.1
14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

HPA architecture 43 Years

hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca
92612
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fax: 949•863•0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

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EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

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Title: OVERALL FLOOR PLAN

Project Number:	22240
Drawn by:	DH
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DAB-A2.1

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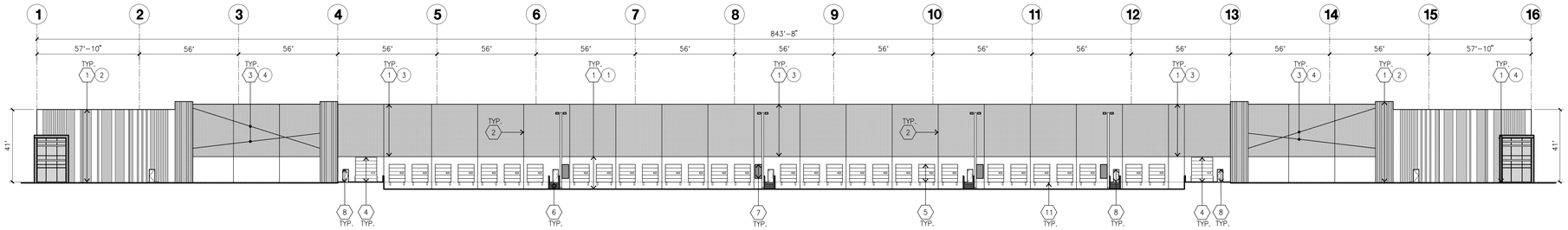
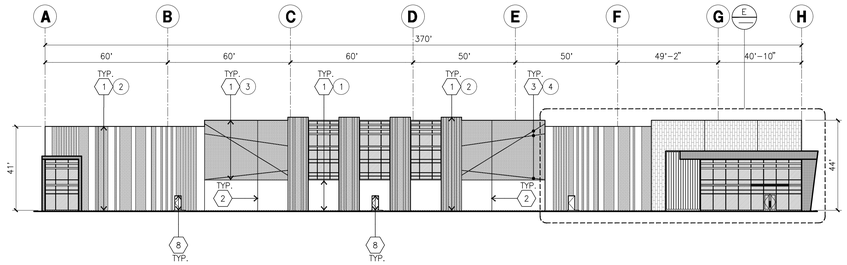
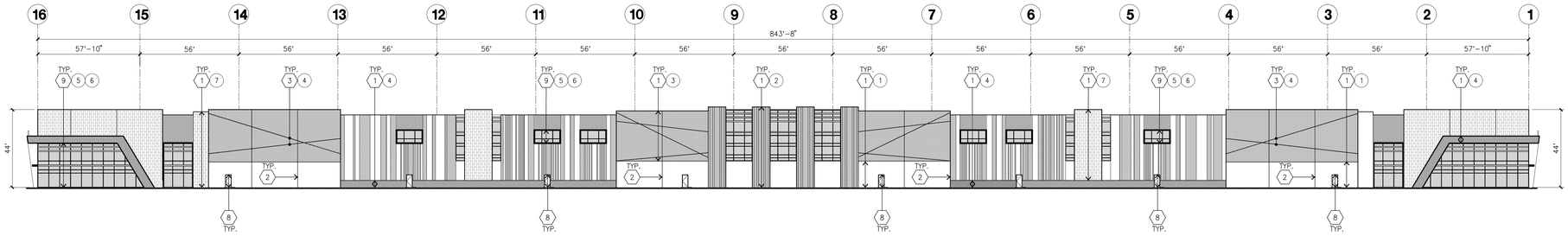


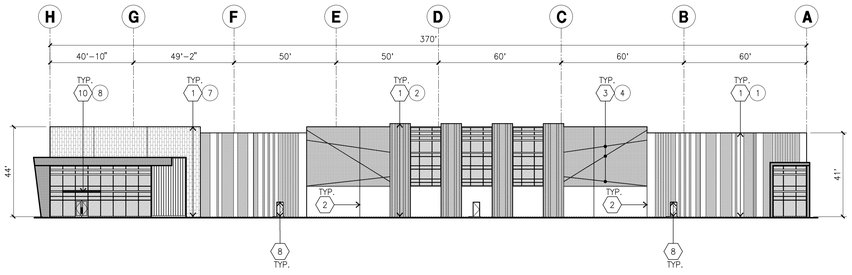
NORTH ELEVATION (A)
scale: 1/30" = 1'-0"



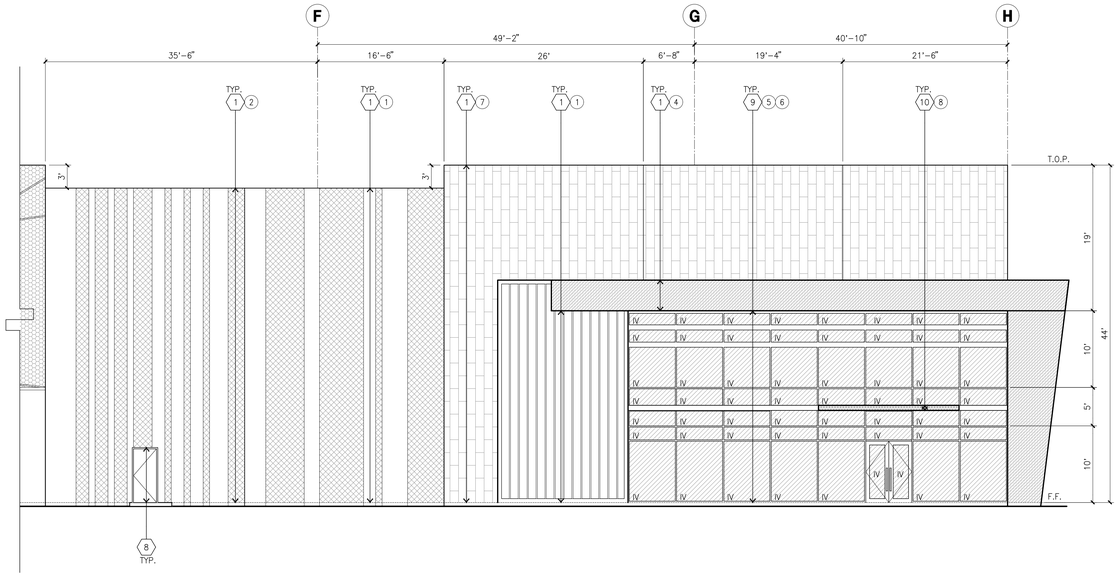
WEST ELEVATION (B)
scale: 1/30" = 1'-0"



SOUTH ELEVATION (C)
scale: 1/30" = 1'-0"



EAST ELEVATION (D)
scale: 1/30" = 1'-0"



ENALRGED WEST ELEVATION (E)
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. 12'X14' OVERHEAD DOOR @ DRIVE THRU.
5. 9'X10' OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. 4'X8' METAL LOUVER, PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS.
9. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS.
10. METAL CANOPY.
11. DOCK BUMPER.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 7005 PURE WHITE 255-C1
2	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 6232 MISTY 222-C1
3	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 9143 CADET 222-C4
4	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 6892 CARNIVAL 116-C6
5	GLAZING	COLOR	BLUE REFLECTIVE GLAZING
6	MULLIONS	COLOR	CLEAR ANODIZED MULLIONS
7	CONCRETE TILT-UP PANEL	COLOR	PAINT WITH REVEALS SHERWIN WILLIAMS PAINT SW 7068 GRIZZLE GRAY 236-C6
8	CANOPY	COLOR	CANOPY W/P4

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

IV — INSULATED VISION GLASS

SC — SPANDREL GLASS WITH CONCRETE BEHIND

V — SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 1/2" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.21 VLT: 26%
MINIMUM VT TO BE 0.42 PER 2019 CEC TABLE 140.3-B

SC : SPANDREL WITH CONCRETE BEHIND
1/4" VISTACOOL PACIFICA WITH WARM GRAY OPACICOAT PAINTED ON REFLECTIVE. INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" VISTACOOL PACIFICA

MULLIONS : ANODIZED CLEAR.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL.= TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION: GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH, EXPOSE "C" WINDS. CONTRUCTOR SHALL SUBMIT SHOP DRAWING PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTROMIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

HPA architecture 43 Years

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18831 bardeen avenue, - ste. #100
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92612
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fax: 949•863•0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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

Title: ELEVATION

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision:

Sheet:

DAB-A3.1

CAUTION - IF THIS SHEET IS NOT 30" X 42", IT IS A REDUCED PRINT



North Elevation



West Elevation



Meines Street - South Elevation



Palm Avenue - East Elevation

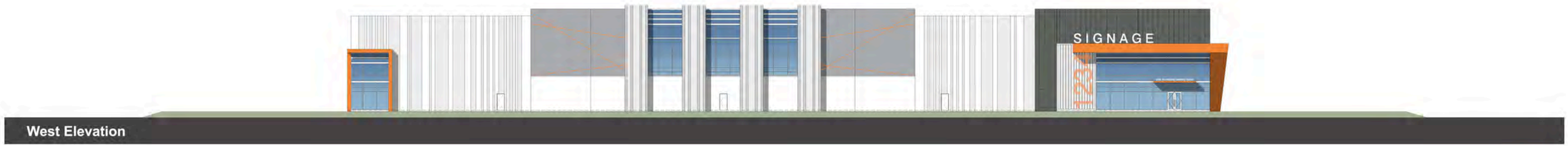
Conceptual Elevations - 36ft clear

MEINES STREET & PALM AVENUE

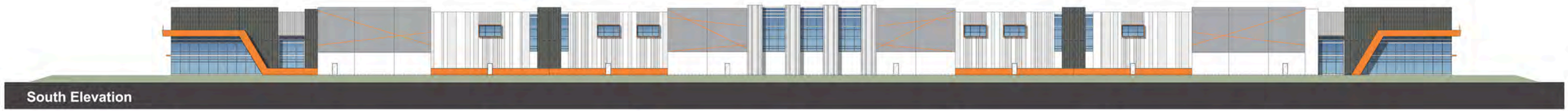
Highland, CA | #22240 | 10.03.2022

HPA architecture 42 Years

LOVETT INDUSTRIAL



West Elevation



South Elevation

1 SHERWIN-WILLIAMS SW7005 PURE WHITE 255-C1

2 SHERWIN-WILLIAMS SW6232 MISTY 222-C1

3 SHERWIN-WILLIAMS SW9143 CADET 222-C4

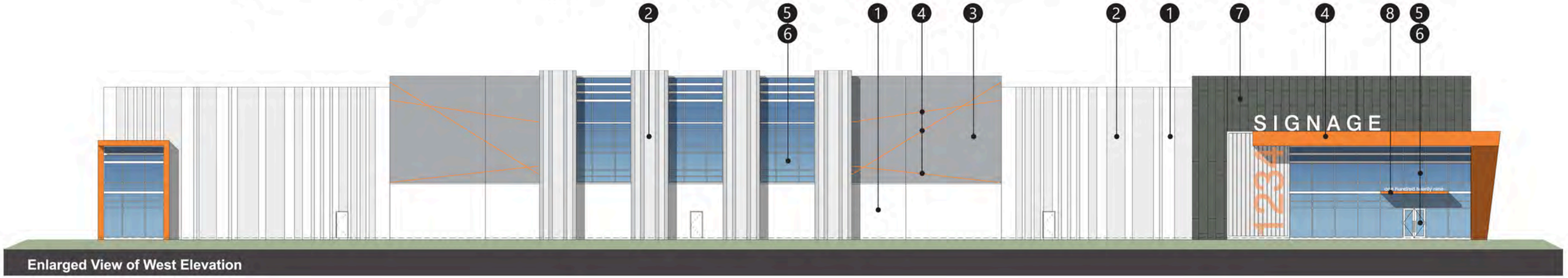
4 SHERWIN-WILLIAMS SW6892 CARNIVAL 116-C6

5 BLUE REFLECTIVE GLAZING

6 CLEAR ANODIZED MULLIONS

7 PAINT WITH REVEALS SHERWIN-WILLIAMS SW7068 GRIZZLE GRAY 236-C6

8 CANOPY W/ P4



Enlarged View of West Elevation

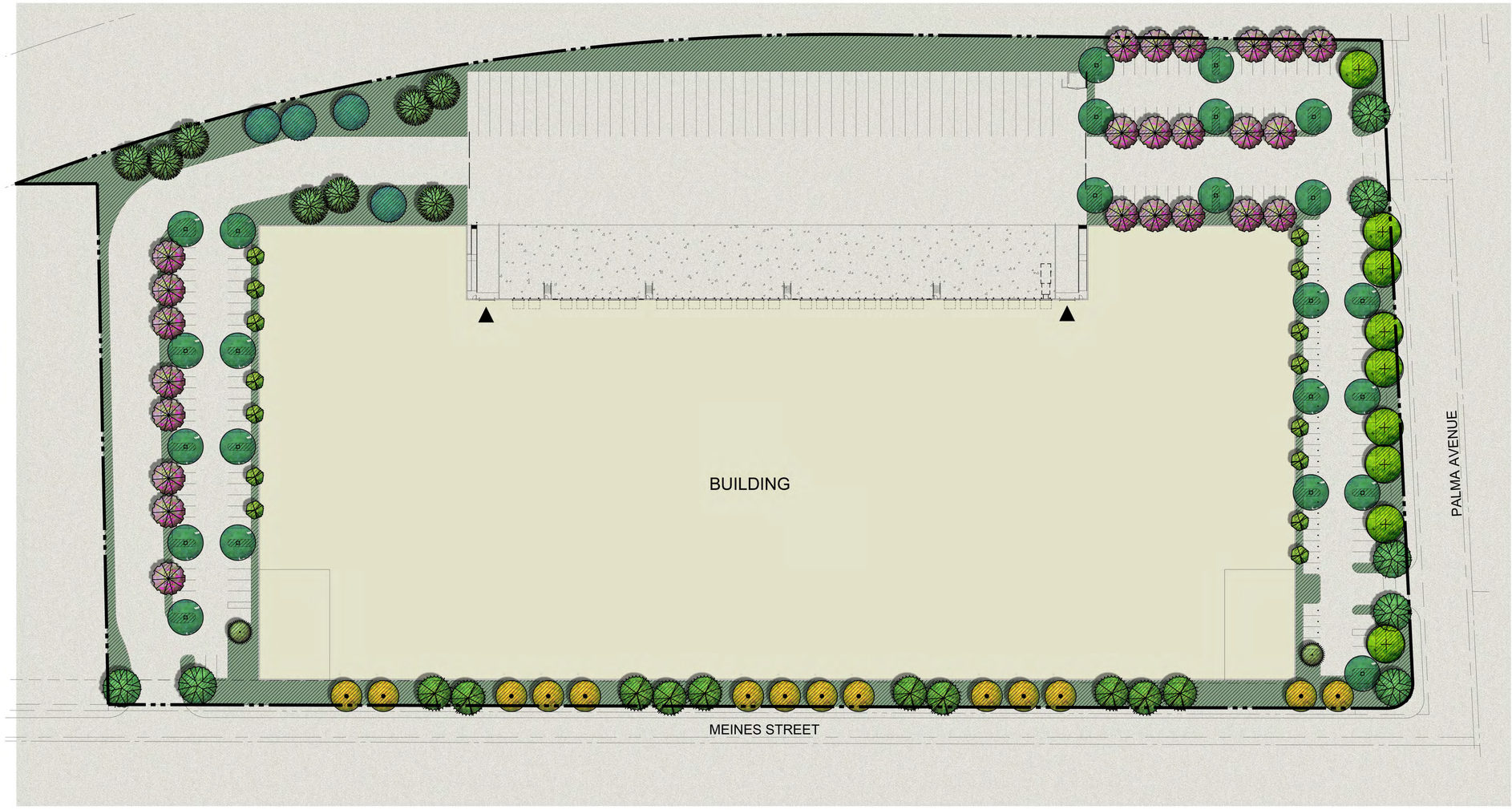
Conceptual Elevations and Material Board - 36ft clear

MEINES STREET & PALM AVENUE

Highland, CA | #22240 | 10.03.2022

HPA architecture 42 Years

LOVETT INDUSTRIAL



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	14	L	Multi
	Chilopsis linearis Desert Willow	48" Box 36" Box	1 1	L	Multi
	Chitalpa tashkentensis Chitalpa	15 Gal	24	L	Standard
	Pinus eldarica Afghan Pine	15 Gal	4	L	Standard
	Pistacia chinensis Chinese Pistache	48" Box	9	L	Standard
	Platanus racemosa California Sycamore	15 Gal	8	M	Multi
	Prosopis chilensis Chilean Mesquite	24" Box 36" Box	8 2	M	Multi
	Quercus agrifolia Coast Live Oak	48" Box	7	M	Multi
	Rhus lancea African Sumac	15 Gal 24" Box	8 16	L	Standard
	Tristania conferta Brisbane Box	15 Gal	15	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Acca sellowiana Pineapple Guava	5 Gal	0	M	3' OC 2' from hardscape
	Callistemon 'Little John' Dwarf Bottle Brush	5 Gal	0	M	3' OC 2' from hardscape
	Cassia phyllodenia Dwarf Bottle Brush	5 Gal	0	L	4' OC 2.5' from hardscape
	Rhamnus californica Coffeeberry	5 Gal	0	L	4' OC 2.5' from hardscape
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	0	L	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	0	L	4' OC 2.5' from hardscape
	Salvia greggii Autumn Sage	5 Gal	0	L	3' OC 2' from hardscape
	Salvia leucantha Mexican Sage	5 Gal	0	L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	5' OC 2' from hardscape
	Westringia f. 'Grey Box Dwarf Coast Rosemary	5 Gal	0	L	3' OC 2' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Glow Blue Glow Agave	5 Gal	0	L	
	Agave victoria-reginae Agave	5 Gal	0	L	
	Agave villmoriniana Agave	5 Gal	0	L	
	Aloe maculata Soap Aloe	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

Trees:
50% 15 gallon Provided: 59
20% 24" box Provided: 24
15% 36" box Provided: 17
15% 48" box Provided: 17

N

0 20' 40' 80'

SHEET 1

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California

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



Cercidium 'Desert Museum'
Blue Palo Verde



Chilopsis linearis
Desert Willow



Chitalpa tashkentensis
Chitalpa



Pinus eldarica
Afghan Pine



Pistacia chinensis
Chinese Pistache



Platanus racemosa
California Sycamore



Prosopis chilensis
Chilean Mesquite



Quercus agrifolia
Coast Live Oak



Rhus lancea
African Sumac



Tristania conferta
Brisbane Box



Acca sellowiana
Pineapple Gauva



Callistemon 'Little John'
Dwarf Bottle Brush



Cassia phyllodenia
Dwarf Bottle Brush



Rhamnus californica
Coffeeberry



Rosmarinus o. 'Tuscan Blue'
Rosemary



Salvia c. 'Allen Chickering'
Allen Chickering Sage

SHEET 2

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California

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



Salvia greggii
Autumn Sage



Salvia leucantha
Mexican Sage



Westringia fruticosa
Coast Rosemary



Westringia f. 'Grey Box
Dwarf Coast Rosemary



Agave 'Blue Glow
Blue Glow Agave



Agave victoria-reginae
Agave



Agave villmoriniana
Agave



Aloe maculata
Soap Aloe



Aloe striata
Coral Aloe



Hesperaloe parviflora
Red Yucca



Acacia redolens 'Low Boy'
Dwarf Acacia



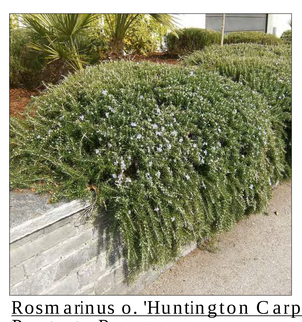
Baccharis p. 'Pigeon Point'
Dwarf Coyote Bush



Lantana 'Gold Mound'
Yellow Lantana



Lonicera j. 'Halliana'
Hall's Honeysuckle



Rosmarinus o. 'Huntington Carpet'
Prostrate Rosemary

SHEET 3

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California

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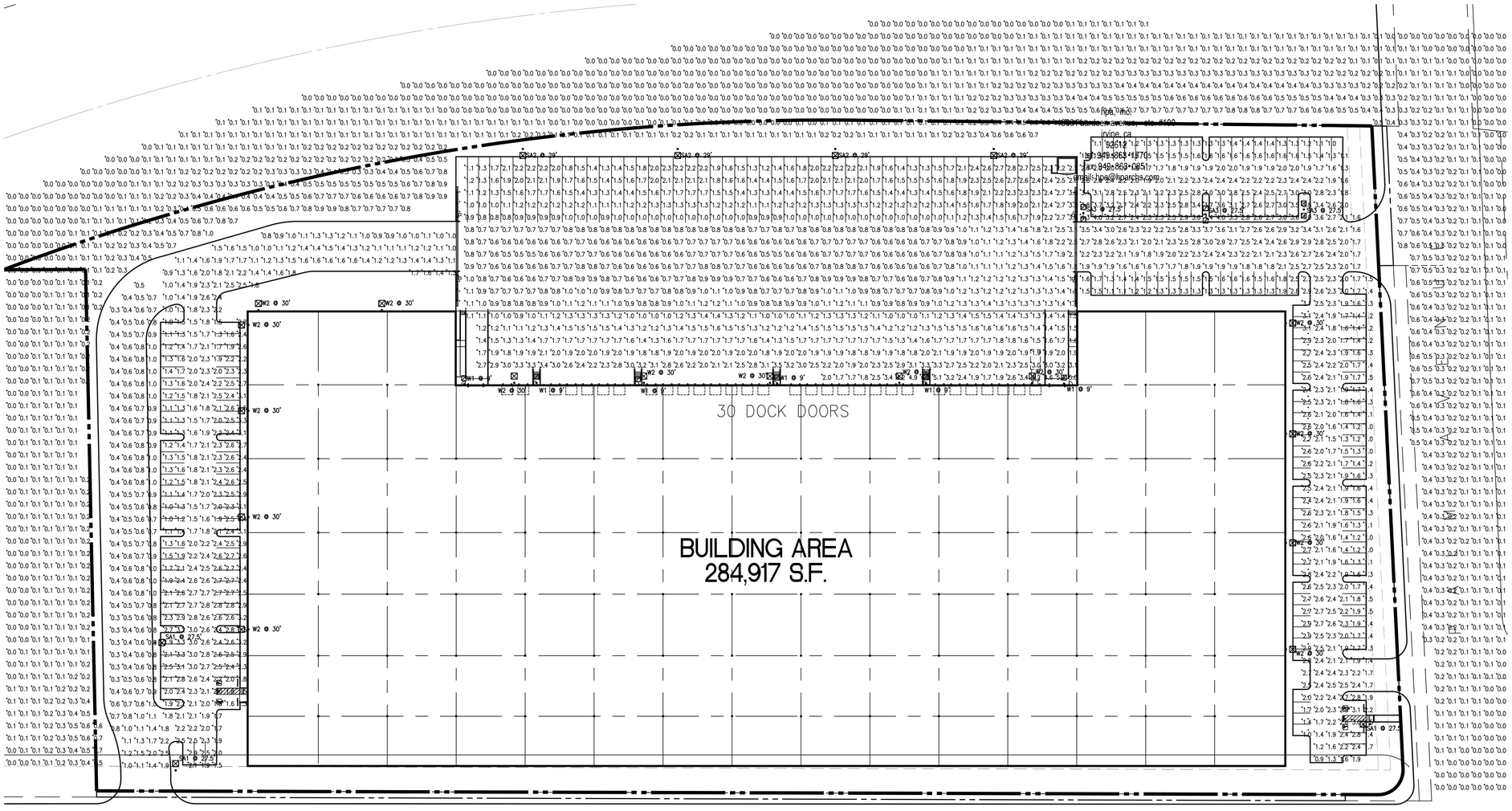

irvine ca
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email-hpa@hparchs.com

SOLID STATE AREA LIGHTING

RAZAR WALLMOUNT-LED

SPECIFICATIONS

PROJECT NAME:

PROJECT TYPE:

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins. The Optical Panel mounting surface is milled flat (surface variance <± .003" over 12") to facilitate thermal transfer of heat to housing and cooling fins. The Optical Housing bolts to the Electrical Housing forming a unified assembly.The minimum wall thickness is .188".

ELECTRICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly. Minimum wall thickness is .188". Fixture Mounting Plate affixes to mounting surface over a recessed J-box. Electrical Housing anchors on the top edge of the Mounting Plate and stainless steel recessed socket head screws tighten the Electrical Housing to the Mounting Plate from the bottom.

PLED® OPTICAL MODULES
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. The asymmetric distributions, have a micro-reflector inside the refractor which re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce Type II, III, and Type IV site/area distributions as well as other specialty asymmetric distributions. Panels are field replaceable and field rotatable in 90° increments.

LED DRIVER(S)
Constant current electronic with a power factor of > 90 and a minimum operating temperature of -40°F/-40°C. Driver(s) is/are UL and cUL recognized and mounted directly against the Electrical Housing to facilitate thermal transfer, held down by universal clamps to facilitate easy removal. In-line terminal blocks facilitate wiring between the driver and optical arrays. Drivers accept an input of 120-277V, 50/60Hz or 347V-480V, 50,60Hz. (0 - 10V dimmable driver is standard. Driver has a minimum of 3KV internal surge protection. Luminaire supplied with 20KV surge protector for field accessible installation.)

LED EMITTERS
High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

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

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

RZR-WM1

FIXTURE	A	B	C
RZRW1	8.75" (222mm)	12" (305mm)	6" (152mm)
RZRW1-EM	11" (279mm)	14" (356mm)	8.5" (216mm)

PATENT PENDING

RZR-WM2

FIXTURE	A	B	C
RZRW2	16" (406mm)	12" (305mm)	6" (152mm)
RZRW2-EM	18" (457mm)	14" (356mm)	8.5" (216mm)

PATENT PENDING

RZR-WM3

FIXTURE	A	B	C
RZRW3	23" (584mm)	12" (305mm)	6" (152mm)
RZRW3-EM	25" (635mm)	14" (356mm)	8.5" (216mm)

PATENT PENDING

2019093

U.S. Architectural Lighting

SOLID STATE AREA LIGHTING

VALULUME SERIES-PLED

SPECIFICATIONS

PROJECT NAME:

FIXTURE TYPE:

OPTICAL HOUSING
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling fins.The Optical Panel mounting surface is milled flat (surface variance <± .003" over 12") to facilitate thermal transfer of heat to housing and cooling fins. Solid barrier wall separates optical and electrical compartments. The optical and electrical compartments are integrated to create one assembly.Minimum wall thickness is .188".

ELECTRICAL HOUSING w/ INTEGRATED ARM
Heavy cast low copper aluminum (A356 alloy; <0.2% copper) assembly with integral cooling ribs surrounding the electrical compartment and a flat surface on the top of the arm to accommodate a photocell receptacle. Solid barrier wall separates optical and electrical compartments. The optical compartment and electrical compartment with the integrated support arm combine to create one assembly. Minimum wall thickness is .188". Cast and hinged driver assembly cover is integrated with wiring compartment cover.

PLED® OPTICS
Emitters (LED's) are arrayed on a metal core PCB panel with each emitter located on a copper thermal transfer pad and enclosed by an LED refractor. LED optics completely seal each individual emitter to meet an IP66 rating. In asymmetric distributions, a micro-reflector inside the refractor re-directs the house side emitter output towards the street side and functions as a house side shielding element. Refractors are injection molded H12 acrylic. Each LED refractor is sealed to the PCB over an emitter and all refractors are retained by an aluminum frame. Any one Panel, or group of Panels in a luminaire, have the same optical pattern. LED refractors produce standard site/area distributions. Panels are field replaceable and field rotatable in 90° increments.

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High output LED's are utilized with drive currents ranging from 350mA to 1050mA. 70CRI Minimum. LED's are available in standard Neutral White (4000K), or optional Cool White (5000K) or Warm White (3000K). Consult Factory for other LED options.

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

V L L P L E D

PATENT PENDING

TOP VIEW

FRONT VIEW

SIDE VIEW

2021354

U.S. Architectural Lighting

ELECTRICAL SITE PHOTOMETRIC PLAN

SCALE: 1"=40'-0"

1

N

CIVIL
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Schedule									
Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	W1	6	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W--20LED--350mA--40K EM1 MM511 WALL MT AT 9 FT AFG MM511 BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	RZR-WM1-PLED-III-W--20LED--350mA--40K.ies	151	0.9	21.4
	W2	15	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-80LED--700mA--40K MM511WALL MT AT 30 FT AFG BUG RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	RZR-PLED-IV-FT--80LED--700mA--40K.ies	269	0.9	173.6
	SA1	3	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W--80LED--525mA--NW--HS MM511 POLE MT AT 27.5FT AFG BUG RATING B1 U0 G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-III-W--80LED--525mA--NW--HS.ies	167	0.9	129.4
	SA2	4	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W--80LED--525mA--NW--HS MM511 POLE MT AT 29 FT AFG BUG RATING B1 U0 G3 25 FT POLE 4 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-III-W--80LED--525mA--NW--HS.ies	167	0.9	129.4
	SA3	3	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-VSQ-W--80LED--525mA--NW--MM511 POLE MT AT 27.5 FT AFG BUG RATING B5 U0 G3 25 FT POLE 30 IN BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-VSQ-W--80LED--525mA--NW.ies	232	0.9	258.8

Statistics							
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	1.7 fc	6.0 fc	0.5 fc	12.0:1	3.4:1
Calc Zone #3	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1
Calc Zone #4	+	0.7 fc	2.5 fc	0.3 fc	8.3:1	2.3:1
Calc Zone #4	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A

RPM
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Contact: David Du
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REGISTERED PROFESSIONAL ENGINEER
LAN V. NGUYEN
No. 015596
exp.12-31-2023
ELECTRICAL
STATE OF CALIFORNIA

01/05/2023

HPA architecture 42 Years

Owner:

LOVETT INDUSTRIAL

1730 HOLLY AVE. EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

21801 & 21823 BARTON RD.
MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

THIENES & ASSOC.

HUNTER LANDSCAPE

Title:

SITE PHOTOMETRIC PLAN

Project Number: 22240
Drawn by: DH
Date: 09/16/2022

Revision:

Sheet:

E-2.1

RPM#23-xxx 01/05/2023

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Attachment 4: Planning Commission Resolution No. 2023-026 for DRA 22-022

RESOLUTION NO. 2023-026

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

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

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted Design Review Application (DRA 22-022) for the construction of a 284,917 square foot industrial warehouse and associated improvements including loading docks, trailer parking, passenger vehicle parking, a stormwater infiltration basin, and landscape area. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. Related entitlements include Tentative Parcel Map No. 20680 (TPM 22-011) to combine fourteen (14) parcels into one (1) and Mitigated Negative Declaration (ENV 23-004).

2. The site is located on an approximately 12.8 acre site at the northwest corner of Palm Avenue and Meines Street within the City's Industrial (I) Zoning and General Plan Land Use Designations;

3. Pursuant to the provision of the California Environmental Quality Act (CEQA) and State and Local CEQA Guidelines, the City of Highland is the Lead Agency, and is charged with the responsibility of deciding whether to approve the proposed project. An Initial Study and Mitigated Negative Declaration were prepared and circulated in accordance with state and local law to be considered by the Planning Commission at the June 20, 2023 public hearing.

4. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

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

3. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023 Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

4. Findings of Fact for Design Review Application (DRA 22-022):

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

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

      Additionally, the General Plan goals and policies relevant to the project involve its inclusion in the 5th Street Corridor Policy Area, Circulation Element, and Community Design Element. The project meets all relevant goals and policies.

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

Response: The project would be developed in compliance with the Highland Municipal Code standards related to warehousing in the Industrial (I) District. Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage in the Industrial (I) zone is 60%. The project has proposed a lot coverage of 51.3%. It satisfies the minimum lot size, with regard to lot width and depth, as well as required building setbacks and landscape coverage. Additionally, it satisfies general development standards related to circulation and lighting.

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

Response: The Highland General Plan describes specific criteria related to this location in the Land Use and the Community Design Elements. Goal 10.2 seeks to create attractive and visually unified major arterial corridor with specialized streetscape and landscape improvements. Goal 10.8 seeks to ensure that development is professional and attractive in appearance through coordinated site planning, signage and architectural design. As conditioned by the City's Landscape Architect, the project must exhibit specialized landscaping at entrances.

The design satisfies the intent of Policy 10.8.1 which encourages "contemporary, clean and distinctive buildings with clearly visible entrances" and Policy 10.8.3 to "avoid long, blank building walls by incorporating vertical and/or horizontal façade articulation and modulation and varying use of color, materials and landscaping." It consolidates smaller lots into larger parcels to create a more functional use. Service areas are screened from public view with 8-foot tall block walls and 3-foot tall landscape berms and utilities will be undergrounded. The 20-foot setbacks along the Palm Avenue and Meines Street frontages and the interior parking lot planters will be fully landscaped as well.

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

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

5. Based on the Findings and Conclusions set forth above, the Planning Commission approves Design Review Application (DRA 22-022). All improvements will be completed subject to the Conditions of Approval attached hereto and incorporated by reference.

C. ADOPTION OF RESOLUTION.

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

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

ATTEST:

Randall Hamerly, Chair
Planning Commission

Lawrence A. Mainez
Community Development Director

Exhibit 1:

Conditions of Approval (DRA 22-022)

PLANNING DIVISION CONDITIONS OF APPROVAL

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

PLANNING CONDITIONS OF APPROVAL

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

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

1. Design Review Application (DRA 22-022) shall become null and void:

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

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

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

2. The proposed Design Review entitlement includes approval of a Site Plan, Building Elevations, Rough Grading Plan and Conceptual Landscape Plan for the construction and operation of an approximately 284,917 square foot warehouse/ logistics and associated improvements including loading docks, tractor-trailer stalls, passenger vehicle parking, a stormwater detention/infiltration basin, landscaping and off-site improvements as illustrated in project plans.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15. All rooftop mounted mechanical equipment, with the exception of solar panels, shall be screened from public view. This can be accomplished by architectural treatments of parapets equal in height to the tallest piece of roof-mounted equipment, but not to exceed an overall height of fifty (50) feet.

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

    a) The amount of illumination projected onto a residentially zoned property or use should not exceed 0.1 foot-candle at the property line. Illumination should not exceed 0.5 foot-candles measured at the property line adjacent to non-residential properties.

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

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

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

17. The Developer shall comply with all applicable Conditions of Approval and the Mitigation Monitoring and Reporting Plan related to the associated entitlements; Tentative Parcel Map No. 20680 (TPM 22-011).

Landscaping

18. Applicant shall provide additional features such as trellis, mounding, or low walls including plant massing shall be used to visually reduce or break up building mass. Trees shall be chosen and located in a manner to break up and shield large expanses, reduce solar heat gain, scale appropriately the total height of the building and highlight or direct users to entries or use areas.

19. Applicant shall include image boards with color images of the suggested plant material for a visual reference of characteristics such as color, form, and flowering properties.

20. All shrubs shall be a minimum of 5 gallon with listed "accents" having a mix of 15 gallon specimens and 5 gallon specimens in a percentage of 30% -15 gallon and 70% - 5 gallon.

21. All trees shall be a minimum of 24" box size with the following percentages of the box sizes being utilized: 50% 24" box, 30% 36" box, and 20% 48" box. Larger specimen trees shall be used as focal points and accents were applicable.

22. Northern property boundary will need additional screening from the residential neighborhoods to the northwest, currently no screening is called out per the Landscape plans for much of the rear portion of the building including a large service area that will mostly be active truck staging/ loading unloading.

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

24. Applicant shall add street tree/sidewalk shading trees along Palm Avenue and Meines Street. Applicant shall coordinate with the City's Planning Division and City Landscape Architect for selected species based on previous approved local developments for consistency.

25. Provide concrete headers where frontage landscape meets adjacent neighboring parcels (property line) to protect the integrity of the proposed planting, and to define the limits of maintenance responsibility.

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

DATE : December 22, 2022

APPLICANT : Lovett Industrial

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

SITE LOCATION: NWC of Palm Avenue and Meines Street

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

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

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

Fire Department Review of all projects is required.

ALL CONSTRUCTION (New and renovations to existing) SHALL COMPLY WITH THE CALIFORNIA FIRE CODE Along with amendments as adopted within the Highland Municipal Code (Ord. #411).

Note: All weather access roads (CFC) and fire hydrant/water system installations shall be in place, inspected and approved, **PRIOR** to combustible material being brought on site.

Note: The City of Highland has 2 areas within the '**FIRE SAFETY OVERLAY DISTRICT**' designated as **FR-1** and **FR-2**. Both areas may border or overlap areas identified by the State/CalFire as '**High Fire Severity Zone**' or '**Very High Fire Severity Zone**'. See **HMC** for construction requirements.

GENERAL.

1. **HF3:** A fuel break of one hundred (100) feet (brush and weed clearance) is required prior to construction. The clearance shall be maintained on a year-round basis. **CFC & HMC**

2. **HF31:** Approved fire hydrant pavement markers (blue dots) shall be installed at every hydrant.

3. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

4. **HF52:** Water heater (fuel fired), shall be properly vented to exterior of structure. Water heater shall be seismic strapped to wall and be located 18" above a garage floor. **CBC**

5. **HF55:** Commercial exit requirements:
   A. Required exit doors shall be maintained in an operable condition at all times
   B. Required exit doors shall swing outward and away in the direction of exit travel.
   C. Obstructions shall not be placed in the required width of an exit. Exits shall not be blocked or locked shut or obstructed in any manner during business hours.
   D. Exit paths shall be illuminated when structure is occupied.
   E. Exit path illumination shall be supplied from two (2) sources of power when occupant load is one hundred (100) persons or more.
   F. When exit way/exit pathway and/or exit doorway is not easily identified, additional exit signs shall be installed.

6. Exit signs shall be internally or externally illuminated by two lamps or shall be of the self-luminous type. **CFC; CBC**

7. **HF60:** Additional plans for access, fire safety systems, fire lanes and signage, gates, storage, or other special conditions may be requested for review, conditioning and approval by the fire marshal.

8. **HF56:** All flammable and combustible liquid storage and dispensing shall be in accordance with applicable sections of the **CFC, T-19** and city codes and ordinances.

9. **HF48:** A class "A" roof covering structure with "bird stops" shall be installed.

ACCESS:

10. **HF7:** Fire department **access** roads shall meet the fire dept. minimum unobstructed width of twenty (20) feet. (twenty-six (26) feet within FR-1&2 zones). **This standard shall not lessen other agency requirements.** Access roads shall be paved (asphalt/concrete) and in place **prior** to delivery of combustible building materials on site. Roads shall be designed and constructed to meet adopted city standards. **CFC**

11. **HF8:** All access roads, public, private streets and residential driveways shall maintain a minimum vertical clearance of thirteen (13) feet-six (6) inches. **CFC**

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

13. **HF11:** Fire department access roadway(s) and/or public/private street(s) exceeding one hundred fifty (**150**) feet in length shall provide an approved turn-around at the terminus (**cul-de-sac**). Minimum radius shall be **not less than forty (40)** feet. Or as approved by the fire marshal. Cul-de-sacs providing access to perimeter emergency access roads shall have a minimum radius of forty four **(44)** feet. **CFC / APPENDIX D, SBCO TRANSPORTATION STD**

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

15. **HF13:** Fire department access roadway(s); shall extend to within one hundred fifty (150) feet of and shall give reasonable access to all portions of the exterior walls of the first story of any building.
    An access road, approved by the fire dept., shall be provided to within fifty (50) feet of all structures when the natural grade between access road and structure is in excess of 30%.
    Where an approved access road cannot be provided, a fire protection system shall be required and approved by the fire department. **CFC**

16. **HF15:** "Phased" projects may be required to provide a minimum of two (2) remote points of approved access during construction. A secondary access, for fire and other emergency equipment and for routes of escape, which will safely handle evacuations. **CFC - APPENDIX D**

17. **HF19:** **Manually** operated gates across fire department access roadways, public and/or private streets and driveways, shall be equipped with approved emergency key-operated **"KNOX"** padlock or box containing key to open the private lock. For **automatic** gates, a "KNOX" emergency access switch, shall be installed, at location determined by fire department, and shall over-ride all command functions and open gate automatically upon activation. All automatic gates shall have a manual over-ride for use during loss of electric power. "KNOX BOX" request form

is available from the fire marshal or may be ordered directly from www.knoxbox.com (specify City of Highland, CA) **CFC – Appendix D Note: The city of Highland also requires an electronic "H" key system (Ord. #320) for multi-family, gated communities or secured storage facilities. HMC**

18. **HF24:** "NO PARKING – FIRE LANE" signs shall be posted at locations designated by fire marshal. Fire lane curbs shall be painted red, with white letters stating, "NO PARKING – FIRE LANE" on top, not face. **CFC - APPENDIX D**

19. **HF54:** Commercial and industrial structures-occupancies and gated complexes shall have a "**KNOX BOX**" system installed on the exterior of the building(s) or complex. location of device to be determined by the fire department. The box shall contain keys necessary to gain access and may contain pre-plans and MSDS information as required by the fire department. New and existing multi-tenant commercial buildings shall provide a 'KNOX' box large enough to contain keys to access each individual tenant space. Installation location(s) to be determined by the fire marshal. The box shall contain clearly marked keys to each tenant space or other areas as determined by the fire marshal. **CFC**

20. **HF61:** Aerial fire apparatus access roads. **Where required**: buildings or facilities **exceeding 30-feet** in height above the lowest level of fire dept. Vehicle access shall be provided access roads capable of accommodating aerial apparatus. **Width:** aerial apparatus access roads shall provide a minimum unobstructed width of **26-feet** in the immediate vicinity of any building exceeding 30-feet in height. **Proximity to buildings:** aerial apparatus access roads shall be located a minimum of 15-feet to a maximum of 30-feet from the building, and shall be positioned parallel to one entire side of the structure, as approved by the fire code official. **CFC APPENDIX D**

WATER:

21. **HF25:** Minimum required fire flow, as determined by California Fire Code Appendix 'B'.

System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. Hydrants with two 2 ½" outlet(s) and one 4" outlet. **CFC APPENDIX B AND C**

Note: Hydrants shall meet EVWD standards.

22. **HF29:** Fire hydrant spacing shall be:
Commercial retail: 300 FEET
CFC / APPENDIX B AND C.

Note: Existing fire hydrants (off-site) can be included if they meet spacing requirements. Hydrants shall not be located at the 'bulb' end of cul-de-sacs.

23. **HF26:** Three sets of water delivery system plans, designed to meet the required fire flow for this project and/or development, shall be submitted to the fire department for review and approval. **CFC**

24. **HF27:** Applicant-developer shall provide a letter from the water company serving the project-development, verifying financial arrangements have been made and bonded for the required water improvements. **CFC**

25. **HF28:** Fire hydrants shall be installed, inspected and operational as per approved water system delivery plans **prior** to any framing, construction or delivery of combustible materials to project site. **CFC / CFC**

26. **HF30:** Private, on site fire hydrant(s) – yard hydrant(s)- capable of supplying required fire flow shall be installed at location(s) identified by the fire department. System shall be looped with minimum eight (8) inch mains; six (6) inch laterals, six (6) inch risers; six (6) inch dia. hydrants with one 2 ½" outlet and one 4" outlet. **CFC / APPENDIX B AND C**

27. **HF38:** Approved fire hydrant(s) capable of supplying required fire flow, shall be provided to all premises upon which facilities, buildings or portions of buildings are constructed or moved within the jurisdiction. When any portion of the facility or building protected is in excess of 150 feet from a fire hydrant on a public street, as measured by an approved route around the exterior of the facility or building, additional fire hydrants or on-site fire hydrants, meeting the required fire flow, shall be provided. **CFC APPENDIX B AND C**

ADDRESSING – IDENTIFICATION:

28. **HF21:** **Commercial** and **multi-family residential** address numbers shall be displayed on all **new and existing** structures in such a manner as to be plainly visible and legible from the access roadway or street. Numerals shall be of a contrasting color to the building and electrically illuminated.
Minimum size of the numerals shall be **8"** height, 3/4" stroke, or as approved by the fire marshal.
Industrial occupancies shall have address numbers of 12" height, 1" stroke and shall be electrically illuminated so as to be visible and legible from access roadway or street.
Note: Depending on height and setback of a building, larger numerals may be required and at additional locations on the building, as determined by a case-by-case review.
HMC

FIRE PROTECTION & ALARM SYSTEMS:

29. **HF36:** Automatic fire sprinklers shall be installed according to **NFPA 13** and fire dept. requirements. Submit three **(3)** sets of shop plans with material cut sheets and hydraulic calculations, indicating the type of occupancy, type of materials to be stored (if any), for fire dept. review and approval prior to any installation. Submit copy of California C-16 license. **CFC; CBC; HMC**

30. **HF37:** Automatic fire sprinkler control devices (P.I.V & O.S.&Y.) Shall be visible from fire dept. access roadway, and identify system being controlled and address of structure.
Fire Dept. Connection (FDC) shall be located no closer than forty (40) feet and not to exceed one hundred fifty (150) from structure. Required fire hydrant shall have a maximum distance from FDC of thirty (30) feet. FDC shall identify address and system of structure being protected. **CFC**

31. **HF41:** A minimum of one 2A-10BC fire extinguisher shall be installed for each 3,000 sq.ft. of floor area. Travel distance to any one fire extinguisher shall not exceed 75 feet. Additional fire extinguishers, size and class to be determined by fire department, may be required. Fire extinguishers shall be serviced bi-annually and shall have a current State Fire Marshall service tag attached. Fire extinguishers are to be serviced every two years and inspected & tagged every year. **CFC**; **NFPA**

32. **HF43:** An automatic fire detection and alarm system meeting the requirements of CFC 907, CBC and NFPA 72 shall be installed. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. **CFC; CBC; NFPA**

33. **HF44:** Dependent on use and occupancy, an automatic smoke removal system shall be installed. The system shall comply with CFC and CBC requirements. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans. **CFC; CBC**

34. **HF45:** Dependent on use and occupancy, an automatic smoke ventilation system – fusible link type, shall be installed. Roof vent, venting ratios and draft curtains shall be provided. Three (3) sets of shop plans with material cut sheets and calculations shall be submitted to the fire department for review and approval prior to installation. This system may be mitigated as allowed by the California Fire and Building codes. Please indicate type and code section of the applicable mitigation employed in this application on your plans **CFC; CBC**

35. **HF59:** Commercial and industrial buildings, in excess of 20,000 square feet, and with an interior area more than 150 feet from exterior exit, shall be equipped with a class I standpipe system. Standpipe connections shall be configured to reach any portion of interior space within 150 feet in any direction of travel. This system shall be calculated to provide 500 GPM from an adjacent automatic fire sprinkler riser at 100-psi nozzle pressure for two hand lines flowing.

36. **HF60:** California Fire Code, **FIRE SAFETY DURING CONSTRUCTION AND DEMOLITION**, shall apply to this project. it is the responsibility of the project manager to meet with the fire marshal to discuss requirements specific to this project.

37. **HF61**: **TENANT IMPROVEMENT**. Review the 'tenant improvement information' handout. If any of the items listed apply to this project, they must be included in the 'fire department notes' section on the plan.

38. **HF62**: Additional plans for access, fire safety systems, storage or other special condition may be requested for review, conditioning and approval by the fire marshal.

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

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

41. **Note:** Fire sprinkler design requirements for Spec warehouse buildings will change depending on type of occupancy, storage heights and/or commodities that are being used or handled.

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

Building and Safety Division Conditions of Approval

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

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

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

2. All structures shall be designed in accordance with the current version of the California Building Codes (2019), including the California Green Building

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

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

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

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

6. It has come to the City's attention that premature failures have occurred in copper piping when used within the City of Highland, particularly east of City Creek. Property Owners, Contractors and Developers are advised to analyze soil and water compositions when considering the type of pipe material to be utilized. City staff makes no recommendations on which Plumbing Code approved products or methods to be utilize, this is the responsibility of the property owner or contractor. Alternate unapproved code materials may be submitted for City approval at the time of plan submittal via an alternate material and methods application.

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

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

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

10. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians. All development projects shall submit a construction fencing plan with the

construction design plans. Construction projects that have phased occupancy shall be completely separated by a construction fence that is screened and show the adjusted fence locations at each phase.

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

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

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

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

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

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

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

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

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

19. Final approvals from all applicable outside agencies and internal departments and divisions are required prior to Building and Safety permit final and occupancy approval.

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

21. All deferred plan items are to be identified on the plans cover sheet.

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

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

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

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

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

Comments pertaining to the project/ preliminary drawing plans:

27. Demolition permits shall be obtained for all structures to be demolished.

28. The trash enclosure shall be accessible to persons with disabilities and located on an accessible route. The accessible route shall extend from the trash enclosure to the building it serves. Detail accessible route on plans. (CBC Section 11B-206.2.2)

29. For the removal of any storage tanks, or other excavations involving backfill, a compaction shall be filed with the Building Division. Any Fuel storage tank removal would require notification of San Bernardino County Fire, Hazardous Materials and San Bernardino County Environmental Health Department.

City of Highland

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

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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/ Geology/ Grading

E 1. Design grading and landscaping plans to comply with the City's clear sight triangle criteria at public street intersections and at private driveways. Walls, fencing, monument signs, slope, and landscaping, within the clear sight triangle, must not exceed thirty inches in height measured from the flowline of the street, unless a sight distance analysis that demonstrates sight distance is adequately maintained is submitted to and approved by the City Engineer.

E 2. Submit a preliminary soils report, prepared by a licensed Geotechnical Engineer, for review and approval by the City Engineer. Comply with the recommendations contained in the report and any amendments thereof as approved by the City Engineer.

E 3. Submit rough and/or precise grading plans to the City Engineer for review and approval. Comply with the City of Highland grading standards as shown on the grading plan checklist.

E 4. Submit the structural design and location for any required retaining walls for review and approval by the City Engineer. Construct concrete v-ditches and drainage system at the back of retaining walls in accordance with the Grading Plan Checklist and as required by the City Engineer.

E 5. Submit an erosion control plan to minimize potential increases in erosion and sediment transport during construction activity for City Engineer approval. Place erosion control measures during or after grading work as required by the City Engineer.

E 6. Design short-term erosion control in accordance with Best Management Practices such as, hydroseeding, mulching, jute matting or plastic sheeting to protect slopes; silt fencing to control site perimeter; and straw bale barriers, sand bag barriers, rock filters or sediment basins to control internal erosion, or other methods to stabilize disturbed areas, as approved by the City Engineer.

D 7. Implement dust control measures during construction activities including, but not limited to, daily watering of construction area as frequently as necessary during active and inactive periods, utilizing soil emulsions, limiting construction vehicle speed to 10 miles per hour, stabilizing construction entrances to prevent trackout of sediments, and street sweeping.

E 8. Design grading to intercept and conduct off-site tributary drainage flow around or through the project site in a manner that does not adversely affect adjacent properties. Conveyance of on-site and off-site tributary flows shall be maintained by the underlying property owner.

E 9. Design grading to drain the entire area of the project to the proposed Water Quality Management Plan (WQMP) infiltration system and to accommodate overflows as necessary.

E* 10. Plot all existing and proposed easements on grading plan and note disposition of any existing utilities, appurtenances, fences, and access roads.

D* 11. Construct temporary sedimentation basins for use during the grading and construction period of the project. Do not start using the proposed infiltration system until the site is stabilized for erosion and sedimentation.

B 12. Submit original wet signed and stamped rough grading certifications from the soils engineer and the grading engineer, along with compaction reports, to the City Engineer.

C 13. Submit original wet signed and stamped final grading certification from the grading engineer, to the City Engineer.

STREET IMPROVEMENT

C* 14. Construct, in accordance with the Highland Park Industrial Development Site Plan, new street improvements along **Meines Street** project frontage including, but not limited to,

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

C* 15. Construct, in accordance with the Highland Park Industrial Development Site Plan, new street improvements along **Palm Avenue** project frontage including, but not limited to,

a) Parkway landscape improvements along Palm Avenue project frontage.
b) 0.20' grind and overlay existing asphalt pavement from Palm Avenue centerline to westerly existing gutter lip.
c) One (1) minimum 40' wide commercial drive approach (per City Std. 213) 40' west of centerline.
d) One (1) 26' wide commercial driveway approach 40' west of centerline per City Std 213, modified to include a right in-right out raised median island as directed by the City Engineer.
e) Install onsite traffic control signs to permit right-out only turn movements for both passenger vehicles and trucks at the northern driveway access. The permissible movements are right-in, right-out, and left-in movements only.
f) Restripe and reset pavement markings on Palm Avenue in kind.
g) Design the limits and extent of removal of existing improvements, and construction of transitional improvements to complete items a-f above and as approved by the City Engineer.

E 16. Submit engineering plans for street improvements and signing & striping to the City Engineer for review and approval. Indicate the location of any existing utility/facility which would affect construction on plans and profiles. Comply with the City design standards as shown on the street and storm drain improvement checklist. Provide ADA access to site from right of way.

C 17. Install "KEEP CLEAR" pavement markings at the intersection of Meines Court and the project's southerly passenger vehicle drive approach on Palm Avenue.

B 18. Design and construct public improvements including sidewalk, driveway approaches and access ramps in accordance with all requirements of the State of California Accessibility Standards, Title 24 California Administrative Code. Redesign and reconstruct existing frontage improvements if found not in compliance with City Standards.

C* 19. Install new LS3 metered street light system along the project frontages. The new street lights, electrical conduits, wiring and meter etc. will be owned and maintained by the City. The street lights shall be equipped with a Light Emitting Diode (LED) luminaire on a marbelite pole with types and at the location specified by the City Engineer. Pay the City street lighting energy and maintenance charges for the initial 12 months.

C 20. Submit "Record Revisions" to all plans to reflect the improvements as constructed, and any changes made during construction.

WATER QUALITY/ DRAINAGE

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

C* 22. Construct and implement site design BMPs specified in the project approved F-WQMP including, but not limited to, pretreatment devices approved at time of C-WQMP approval, underground infiltration systems, and raised curb landscaped areas and parking lot islands. Alternate site design BMPs which are equally effective may be submitted for review and approval by the City Engineer.

E 23. Include the project grading plan, landscape plan and utility plan with the first submittal of the F-WQMP.

C 24. Submit two sets of WQMP BMP Exhibits with a "WQMP BMP As-Built Certificate" wet signed and sealed by the Engineer of Record. The Certificate shall state:

"I hereby certify that the Water Quality Management Plan Best Management Practices have been constructed under my supervision in accordance with the approved plans and are functional to the best of my knowledge."

C* 25. Construct on-site private drainage system, HDPE or other pipe material as approved by City Engineer, to drain the entire project site to the proposed WQMP BMPs in accordance with the approved Final Water Quality Management Plan, and construct necessary drainage overflow facilities. Construct an overflow pipe to convey any overflow from the proposed underground infiltration system to fronting streets as necessary.

B 26. At the underground infiltration system proposed by the Final WQMP, conduct at least two new infiltration tests using a double-ring infiltrometer. The tests shall be conducted at the proposed chamber system subgrade elevation, prior to the submittal of the F-WQMP. After obtaining the results from the two tests, the engineer and geotechnical engineer shall determine if additional testing is required.

C 27. Register the underground chambers with EPA as a Class V Injection Well.

E 28. Submit a hydrology study to determine storm runoff quantities tributary to and generated by the Project for review and approval by the City Engineer. Include hydraulic calculations to determine the size and type of all drainage facilities.

C 29. Intercept and convey off-site drainage tributary to the project boundary around or through the project in a manner that will not adversely affect adjacent or downstream properties.

E 30. Submit engineering plans for public and private drainage systems to the City Engineer for review and approval. Indicate the location of any existing utility facility which would affect construction on plans and profiles. Comply with the City design standards as shown the street and storm drain improvement checklist.

MAP/DEDICATION/ANNEXATION

C* 31. Apply to the City to annex the project into the City's Consolidated Landscape District (LMD) for potential City maintenance of parkway and frontage landscaping along Meines Street and Palm Avenue. The City will maintain parkway and frontage landscaping utilizing LMD revenue only if the City determines that adequate maintenance is not being provided by the property owner. The potential future amount of assessment will include the estimated on-going maintenance cost and one-time construction cost to convert the privately-maintained system to the City-maintained system.

B* 32. Dedicate an irrevocable offer of dedication via Final Parcel Map:
   a) (1) 10-foot wide minimum landscape easement across the Palm Avenue and Meines Street frontage.
   b) 52' half street width right-of-way dedication for Palm Avenue and 30' half street width right-of-way dedication for Meines Street.
   c) (3) sidewalk easements at the Project's commercial drive approaches as approved by the City Engineer.
   d) A temporary construction easement granting permission for the City to enter the property to construct and restore landscaping. The exact dimensions of the landscape easement will be determined at the time on-site improvement plans have been prepared.

A 33. Dedicate corner property line cutoffs for all corner lots in accordance with City standards.

E* 34. If the site is ever subdivided in the future, the Project will be required to grant a reciprocal private easement in favor of the parcels created for vehicular access, including emergency access.

A* 35. If the site is ever subdivided in the future, record a reciprocal private easement for drainage, and utilities.

B 36. Record a Final Parcel Map with the San Bernardino County Recorder pursuant to the provisions of the State Subdivision Map Act. Submit a duplicate photo mylar of the map recorded with the San Bernardino County Recorder.

A 37. At the time of Final Parcel Map submittal, include traverse calculation sheets which show error of closure, copies of recorded maps and deeds used as reference and/or showing original land division, tie notes and bench marks referenced, and a current title report. Inverse calculations will not be accepted for plan check.

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

FEES/PERMITS/BONDING

C* 39. Pay $165,501 for the Project's commercially reasonable fair share cost for future SR-210 eastbound on- and off-ramp lane additions at 5th Street interchange.

D 40. Pay appropriate Engineering fees for district annexation, plan check, map plan check, WQMP review, traffic report review, hydrology study review, structural calculation review, on-site and off-site inspection, utility excavation permits, GIS map plan update, microfilming and storage of maps and plans, and other required fees.

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

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

A 43. Post a deposit for monumentation based on an estimate of the cost to perform the work by the project surveyor or engineer. The deposit shall not be released prior to written

verification from the surveyor or engineer that the monuments have been set and payment for the work has been received.

A 44. Bond for all required street, grading, water, sewer, on-site landscaping, and landscape maintenance district improvements in accordance with City Development Code.

A 45. Enter into an agreement for construction of improvements with the City of Highland using the adopted City form.

UTILITIES/ CONSTRUCTION

E 46. Obtain written permission from the adjoining property owners for offsite grading and/or construction, if any.

B 47. Install construction fencing and screening in accordance with Building and Safety Division Policy 335.

C 48. Reconstruct existing public improvements removed or damaged during construction. Pavement repair, which may include A.C. overlay, T-cut trench repair and/or slurry seal after removal of existing striping shall be across all or a portion of damaged pavement caused by this project as determined by the City Engineer.

C* 49. Underground existing overhead utilities and remove utility poles located within the public right-of-way along the north side of Meines Street frontage. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

C 50. Coordinate, and where necessary, pay for the relocation of any existing public utilities as necessary.

C 51. Provide all utility services to each building, including sanitary sewers, water, electric power, gas, cable TV, internet, and telephone. All utilities listed under Highland Municipal Code Section 16.40.380 (A) are to be underground per Ordinance 315.

E 52. Comply with applicable requirements of the National Pollutant Discharge Elimination System (NPDES) permit program. Provide written verification from the Regional Water Quality Control Board specifying the projects WDID number.

B 53. Destroy any abandoned wells on the property or similar structures that might result in contamination of underground waters in a manner approved by the City Engineer.

B 54. All underground structures, except those desired to be retained, must be broken in, backfilled, and inspected before covering.

D 55. Comply with the prevailing City design and construction standards and requirements at the time of permit issuance.

B 56. Design and construct a trash enclosure per City Standard 700.

C 57. Install telephone, cable television, and internet enclosures underground whenever the underground installation is an available option offered by the utility companies. If the underground installation is not an available option and utility enclosures must be installed

above ground, install the above-ground utility enclosures and any flush mount utility enclosures at locations where construction of retaining walls will not be necessary for compliance with the setback requirements of the utility companies.

B* 58. Submit a Composite Utility Plan indicating the location of all above ground and flush mount water, electric, cable TV, internet, and telephone utility structures prior to City issuance of utility permits.

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Exhibit 2:

Mitigation Monitoring and Reporting Program

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

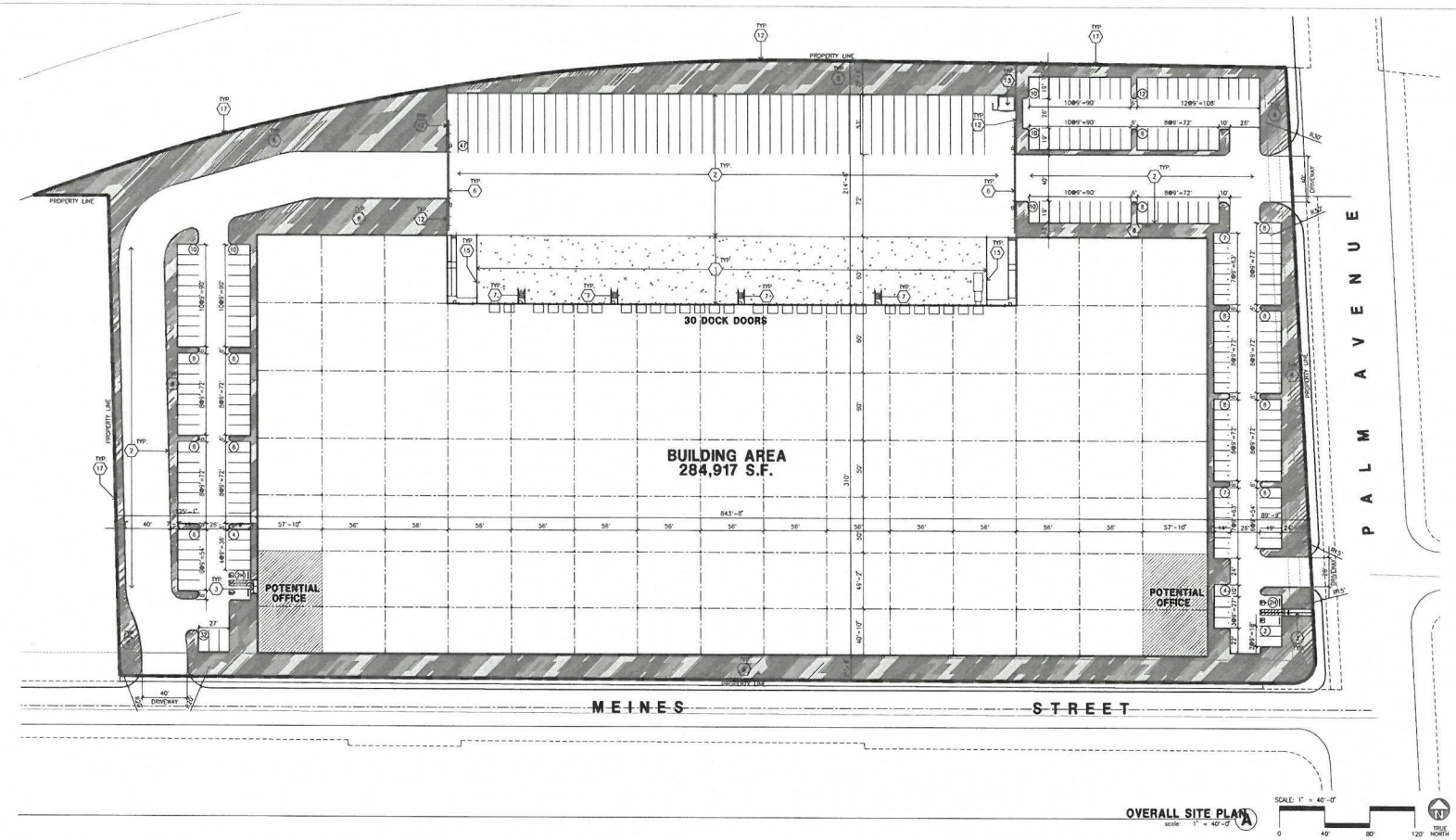
Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if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

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

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.				
TRIBAL CULTURAL RESOURCES				
MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
MM TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Applicant; City of Highland	During construction and operations	City of Highland	

Exhibit 3:

Project Plans



OVERALL SITE PLAN (A) scale: 1" = 40'-0"

PROJECT INFORMATION

Project Address
27200, 27232 & 27280 MEINES ST.
HIGHLAND, CA 92346

Assessors Parcel Number
1192-621-02 1192-621-06
1192-621-03 1192-621-20
1192-621-04 1192-621-21
1192-621-05 1192-621-22
1192-621-06
1192-621-07

Owner/ Applicant
TYLER BANTON
LOVETT INDUSTRIAL
880 APOLLO ST. #301
EL SEGUNDO, CA 90245
PHONE: 949-402-2760

Zoning
GENERAL PLAN DESIGNATION:
I – INDUSTRIAL

Applicant's Representatives
HPA, INC.
18831 BARDEEN AVE. – STE #100
IRVINE, CA 92612
CONTACT:DOUG HANKINS
PHONE: (949)-852-2135
FAX: (949)-863-0851

Utility Information
WATER:
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
909-889-9501

SEWER:
EAST VALLEY WATER DISTRICT
31111 GREENSPOT RD.
HIGHLAND, CA 92346
909-889-9501

CABLE:
CHARTER COMMUNICATIONS
7337 CENTRAL AVENUE
RIVERSIDE, CA92504
PHONE: 951-406-1627

ELECTRIC:
SOUTHERN CALIFORNIA EDISON
26100 MCHIFEE ROAD
MENIFEE, CA92584
PHONE: 714-796-9932

TELEPHONE:
AT&T
1452 EDINGER AVENUE, 3RD FLOOR
TUSTIN, CA 92780
PHONE: 714-227-1431

GAS:
SOUTHERN CALIFORNIA GAS COMPANY
1981 W. LUGONIA AVENUE
REDLANDS, CA 92734
PH:909-335-7563

VICINITY MAP



KEYNOTES - SITE PLAN

1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. PORTLAND CEMENT CONCRETE (PCC) PAVING.
3. CONCRETE WALKWAY. MEDIUM BROOM FINISH.
4. DECORATIVE SCORED CONCRETE DRIVEWAY APRONS TO BE CONSTRUCTED PER "L" DRAWINGS.
5. 5'-6"X5'-6"X6" MIN. THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" -1/2" MAX. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY W/ 1:20 MAX. AS REQ. BY CITY INSPECTOR.
6. 8' H PROVIDE METAL, MANUAL OPERATED GATES W/ KNOX-PAD LOCK PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
7. EXTERIOR CONCRETE STAIR.
8. LANDSCAPE. SEE "L" DWGS.
9. ROOFTOP HVAC UNITS AND/OR DENCRATORS TO BE ADEQUATELY VISUALLY SCREENED FROM PUBLIC VIEW.
10. BIKE RACK.
11. APPROXIMATE LOCATION OF TRANSFORMER. ADEQUATELY SCREEN FROM PUBLIC VIEW.
12. 10' H CONCRETE SCREEN WALL.
13. TRASH ENCLOSURE. SEE DETAIL B/DAB-A4.1.
14. SMOKING AREA.
15. 42" H GUARD WALL.
16. LOCATION OF EXISTING POWER POLE
17. 8' HIGH TUBULAR STEEL FENCE
18. 8' HIGH FENCE WITH GREEN VINES

SITE LEGEND

- HEAVY BROOM FINISH CONCRETE PAVING.
- PORTLAND CEMENT CONCRETE (PCC) PAVING.
- STANDARD PARKING STALL (9' X 19')
- COMPACT PARKING STALL (8' X 14')
- ACCESSIBLE PARKING STALL (9' X 19') + 5' W/ ACCESSIBLE AISLE
- ACCESSIBLE PARKING (VAN) STALL (12' X 19') + 5' W/ ACCESSIBLE AISLE
- LANDSCAPED AREA
- PATH OF TRAVEL
- PROPERTY LINE
- 26' WIDE FIRE LANE

GENERAL NOTES - SITE PLAN

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C"DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. CONSTRUCTION DOCUMENTS PERTAINING TO THE LANDSCAPE AND IRRIGATION OF THE ENTIRE PROJECT SITE SHALL BE SUBMITTED TO THE BUILDING DEPARTMENT AND APPROVED BY PUBLIC FACILITIES DEVELOPMENT PRIOR TO ISSUANCE OF BUILDING PERMITS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. ALL LANDSCAPE AND IRRIGATION DESIGNS SHALL MEET CURRENT CITY STANDARDS AS LISTED IN GUIDELINES OR AS OBTAINED FROM PUBLIC FACILITIES DEVELOPMENT.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

PROJECT DATA

SITE AREA		
In s.f.	555,855	sf
In acres	12.8	ac
BUILDING AREA		
Office	5,000	sf
Mezzanine	3,000	sf
Warehouse	276,917	sf
TOTAL	284,917	sf
SITE COVERAGE		
Maximum Allowed	60%	
Actual	51.3%	
AUTO PARKING REQUIRED		
Office: 1/250 s.f.	32	stalls
Whse: 1/1,100 s.f	277	stalls
TOTAL	309	stalls
AUTO PARKING PROVIDED		
Standard (9' x 19')	159	stalls
Compact (9' x 14')	34	stalls
Total Auto	193	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x 53')	47	stalls
ZONING ORDINANCE		
Zoning - Industrial (I)		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
LANDSCAPE REQUIREMENT		
Percentage - 10% of total parking area		
LANDSCAPE PROVIDED		
In s.f.	64,146	sf
Percentage	23.7%	
SETBACKS		
Building	Landscape	
Front - 20'	Min. - 10'	
Side - 0', Street side - 20'		
Rear - 0'		

HPA
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18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949-863-1770
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email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL
880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT
MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

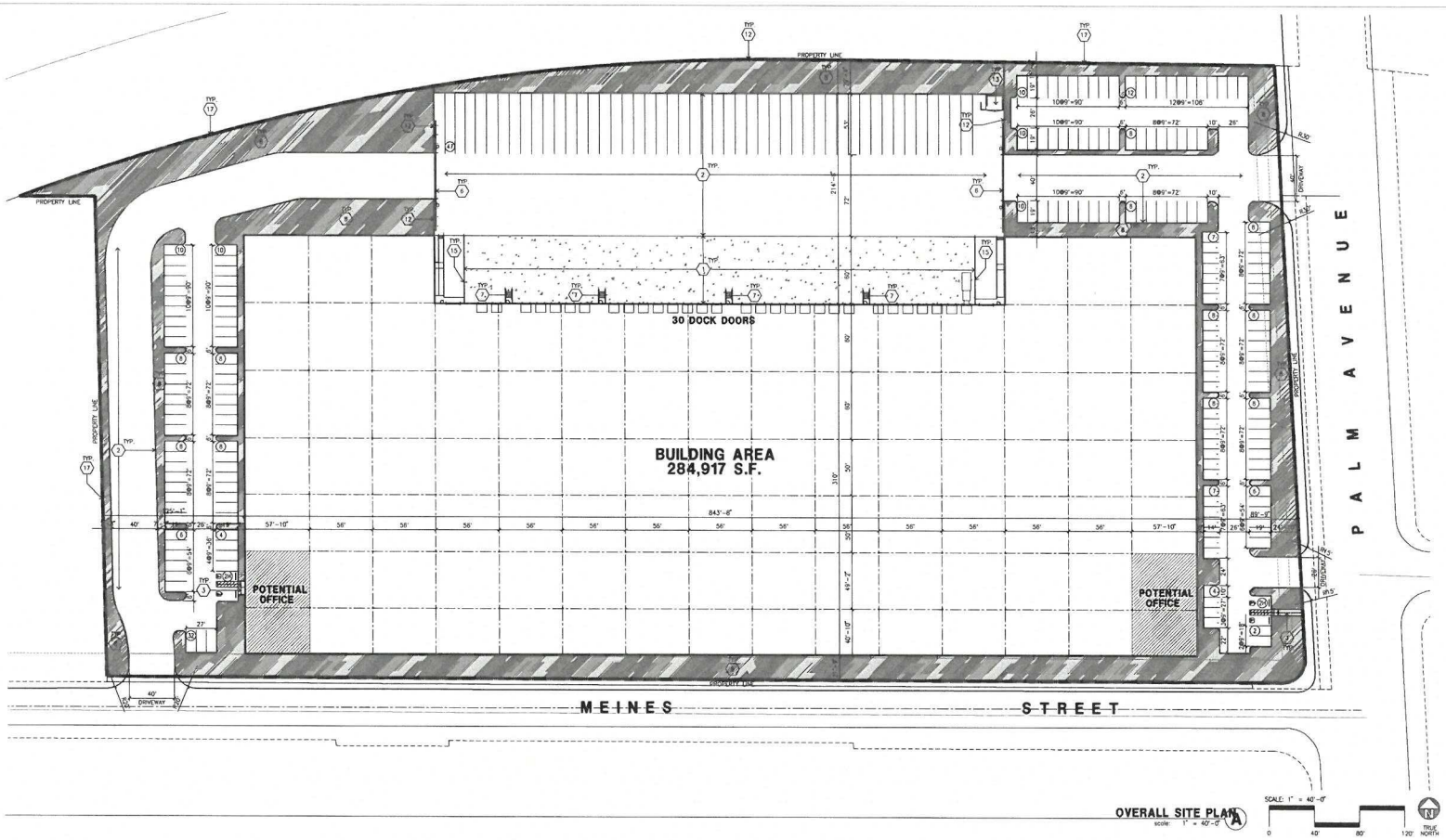
CIVIL	THIENES & ASSOC.
STRUCTURAL	
MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER LANDSCAPE
FIRE PROTECTION	
SOILS ENGINEER	

Title: OVERALL SITE PLAN

Project Number: 22240
Drawn by: DH
Date: 05/16/2022
Revision:

Sheet: DAB-A1.1

CAUTION: IF THIS SHEET IS NOT 24" X 36" IT IS A REDUCED PRINT



OVERALL SITE PLAN
scale: 1" = 40'-0"

PROJECT INFORMATION

Project Address
27200, 27232 & 27280 MEINES ST.
HIGHLAND, CA 92346

Assessors Parcel Number
1192-621-02 1192-621-08
1192-621-03 1192-621-20
1192-621-04 1192-621-21
1192-621-05 1192-621-22
1192-621-06
1192-621-07

Owner/ Applicant
TYLER BANTON
LOVETT INDUSTRIAL
880 APOLLO ST. #301
EL SEGUNDO, CA 90245
PHONE: 949-402-2760

Zoning
GENERAL PLAN DESIGNATION:
I - INDUSTRIAL

Applicant's Representatives

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IRVINE, CA 92612
CONTACT:DOUG HANNCHS
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VICINITY MAP



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Actual	51.3%	
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Whse: 1/1,100 s.f	277	stalls
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Total Auto	193	stalls
TRAILER PARKING PROVIDED		
Trailer (10' x 53')	47	stalls
ZONING ORDINANCE		
Zoning - Industrial (I)		
MAXIMUM BUILDING HEIGHT ALLOWED		
Height - 50'		
LANDSCAPE REQUIREMENT		
Percentage - 10% of total parking area		
LANDSCAPE PROVIDED		
In s.f.	64,146	sf
Percentage	23.7%	
SETBACKS		
Building	Landscape	
Front - 20'	Min. - 10'	
Side - 0', Street side - 20'		
Rear - 0'		

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Owner:

LOVETT INDUSTRIAL

880 APOLLO ST. SUITE 301
EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

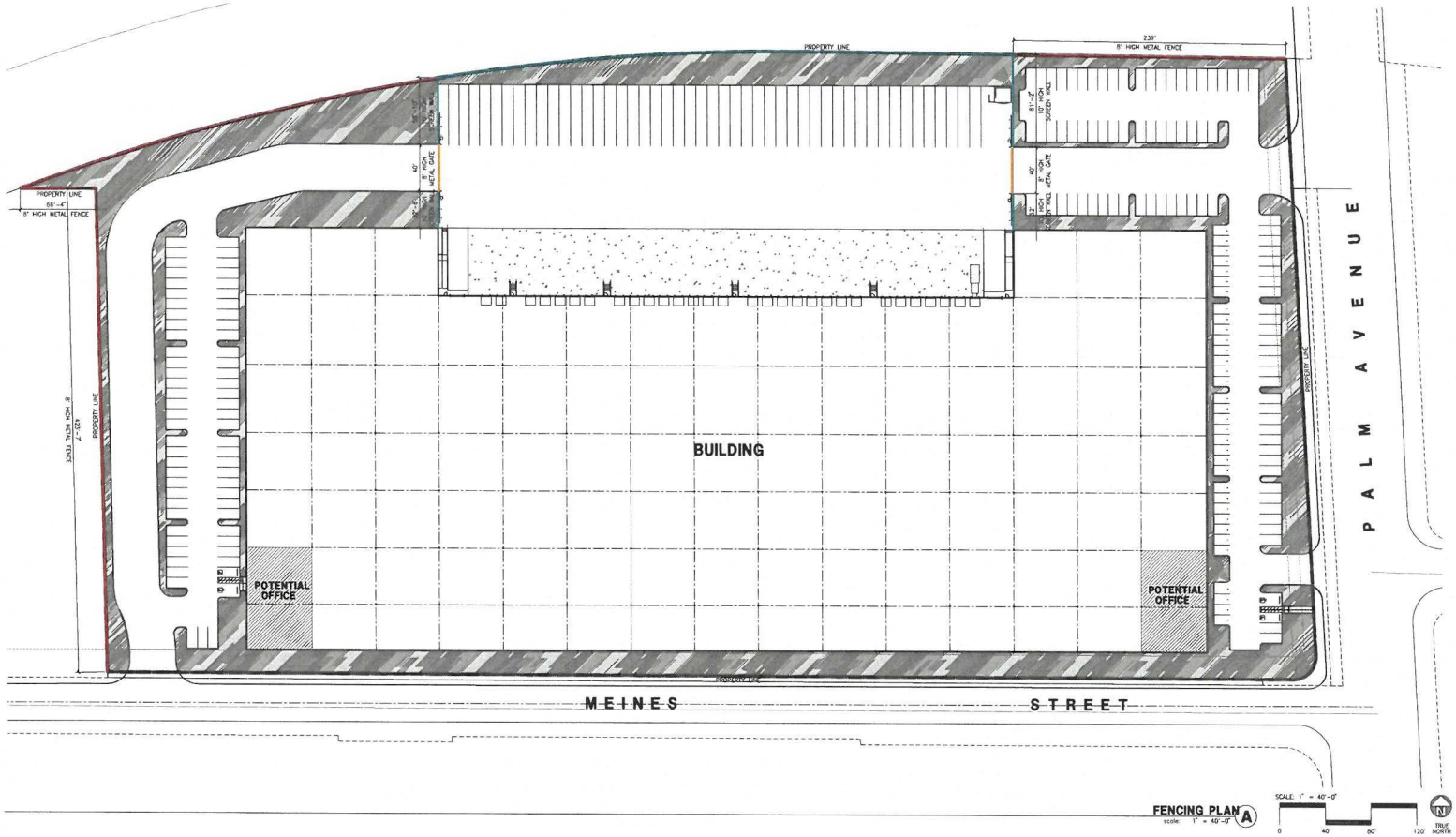
CIVIL THIENES & ASSOC.
STRUCTURAL
MECHANICAL
PLUMBING
ELECTRICAL
LANDSCAPE HUNTER LANDSCAPE
FIRE PROTECTION
SOILS ENGINEER

Title: OVERALL SITE PLAN

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision

Sheet: DAB-A1.1

CAUTION - IF PRINTED SHEET IS 22" X 34", IT IS A REDUCED PRINT



FENCING LEGEND

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

HPA

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18831 bardeen avenue, - ste. #100
irvine, ca
92612
tel: 949•863•1770
fax: 949•863•0851
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TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

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HIGHLAND PARK, CA

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MECHANICAL	
PLUMBING	
ELECTRICAL	
LANDSCAPE	HUNTER LANDSCAPE
FIRE PROTECTION	
SOILS ENGINEER	

Title: OVERALL SITE PLAN

Project Number: 22240
Drawn by: DH
Date: 05/16/2022
Revision:

Sheet:

DAB-A1.0F

CAUTION: IF THIS SHEET IS NOT 30 X 42 IT IS A REDUCED PRINT

LEGAL DESCRIPTION (TR1):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

LOT 1, BLUE RIBBON FARMS, TRACT NO. 2060, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE(S) 63, RECORDS OF SAID COUNTY.

LEGAL DESCRIPTION (TR2):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

LOTS 1 AND 67, BLUE RIBBON FARMS, TRACT NO. 2060, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

LEGAL DESCRIPTION (TR3):

THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS FOLLOWS:

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

PARCEL ONE :

LOT 4, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL TWO

LOT 5, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL THREE :

LOT 7, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL FOUR :

LOT 68, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL FIVE :

LOT 69, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

PARCEL SIX :

LOT 70, TRACT NO. 2060, BLUE RIBBON FARMS, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY THE DEED RECORDED SEPTEMBER 23, 1957 AS INSTRUMENT NO. 339 IN BOOK 3028, PAGE 84, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

ALSO EXCEPTING THEREFROM THAT PORTION CONVEYED TO THE COUNTY OF SAN BERNARDINO BY THE DEED RECORDED FEBRUARY 7, 1980 AS INSTRUMENT NO 80-032747, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

PARCEL SEVEN :

THAT PORTION OF THE EAST 1/2 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, LYING SOUTH OF THE SOUTH LINE OF THE EASEMENT GRANTED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT BY INSTRUMENT RECORDED OCTOBER 19, 1959, IN BOOK 4959, PAGE 565, OFFICIAL RECORDS.

EXCEPTING THEREFROM THE EAST 40 FEET, MORE OR LESS, AS CONVEYED TO THE COUNTY OF SAN BERNARDINO IN DEED RECORDED NOVEMBER 17, 1952, IN BOOK 3034, PAGE 420, OFFICIAL RECORDS.

THE PROPERTY HEREIN DESCRIBED IS ALSO SHOWN ON LICENSED LAND SURVEYOR'S MAP RECORDED IN BOOK 15, PAGE 64, RECORDS OF SURVEY.

PARCEL EIGHT :

PARCEL B AS SHOWN ON CERTIFICATE OF COMPLIANCE NO. COC 018-005 AS EVIDENCED BY DOCUMENT RECORDED FEBRUARY 14, 2019 AS INSTRUMENT NO. 2019-48201 OF OFFICIAL RECORDS, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE WEST HALF OF THE EAST HALF OF THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER RECORD OF SURVEY 00-041, RECORDED IN BOOK 114, PAGES 28 THROUGH 28, INCLUSIVE, OF RECORDS OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, LYING SOUTHERLY OF THE SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT (200.00 FOOT FULL-WIDTH) AS SHOWN ON SAID RECORD OF SURVEY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF THE PROPERTY DESCRIBED IN DOCUMENT NO. 91-300840, RECORDED AUGUST 7, 1991, OFFICIAL RECORDS OF SAID COUNTY, AS SHOWN ON SAID RECORD OF SURVEY;

THENCE, NORTH 00°06'17" EAST ALONG THE WEST LINE OF SAID PROPERTY, A DISTANCE OF 112.79 FEET TO SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT, SAID POINT BEING THE BEGINNING OF A 1900.00 FOOT RADIUS NON-TANGENT CURVE CONCAVE TO THE SOUTH, A RADIAL TO SAID POINT BEARING NORTH 02°10'31" WEST;

THENCE, EASTERLY ALONG SAID SOUTH LINE AND ALONG SAID CURVE, AN ARC DISTANCE OF 183.50 FEET THROUGH A CENTRAL ANGLE OF 4°39'27" TO THE NORTHWEST CORNER OF PARCEL NO. 1 AS DESCRIBED IN DOCUMENT NO. 94-154940, RECORDED APRIL 1, 1994, OFFICIAL RECORDS OF SAID COUNTY, AS SHOWN ON SAID RECORD OF SURVEY;
THENCE, CONTINUING ALONG SAID CURVE AND ALONG SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT AND ALONG THE NORTH LINE OF SAID PARCEL NO. 1, AN ARC DISTANCE OF 23.54 FEET, THROUGH A CENTRAL ANGLE OF 00°42'36";

THENCE, SOUTH 86°28'31" EAST ALONG SAID SOUTH LINE OF THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT EASEMENT AND ALONG THE NORTH LINE OF SAID PARCEL NO. 1, A DISTANCE OF 142.19 FEET TO THE NORTHEAST CORNER OF SAID PARCEL NO. 1;

THENCE, SOUTH 00°06'.58" WEST ALONG THE EAST LINE OF SAID PARCEL NO. 1, A DISTANCE OF 117.51 FEET TO THE SOUTHEAST CORNER OF SAID PARCEL NO. 1;
THENCE, NORTH 87°17'08" WEST ALONG THE SOUTH LINE OF SAID PARCEL NO. 1 AND ALONG THE SOUTH LINE OF SAID PROPERTY DESCRIBED IN DOCUMENT NO. 91-300840, A DISTANCE OF 331.22 FEET TO THE POINT OF BEGINNING.

PARCEL NINE :

THAT PORTION OF THE WEST 1/2 OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT OF SAID LAND, LYING SOUTH OF THE SOUTH LINE OF THE EASEMENT GRANTED TO THE SAN BERNARDINO COUNTY FLOOD CONTROL DISTRICT, BY INSTRUMENT RECORDED JANUARY 7, 1980 IN BOOK 5023, PAGE 489, OFFICIAL RECORDS.

LEGAL DESCRIPTION (TR4):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 3, IN TRACT NO. 2060, BLUE RIBBON FARMS, AS PER MAP RECORDED IN BOOK 29, PAGE 65 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

FOR CONVEYANCING PURPOSES ONLY: APN 1192-621-06-0-000

TITLE REPORT EXCEPTIONS (TR4):

THE FOLLOWING EASEMENTS, STATEMENTS AND MATTERS AS DISCLOSED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. NCS-1118574-ONT1, DATED AUGUST 2, 2022.

NO RESPONSIBILITY FOR COMPLETENESS, ACCURACY, OR CONTENT OF SAID PRELIMINARY REPORT IS ASSUMED BY THIS MAP.

(NO) INDICATES ITEM NUMBER PER SCHEDULE "B", EXCEPTIONS TO COVERAGE, OF ABOVE PRELIMINARY REPORT.

(1) 1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I–REQUIREMENTS ARE MET.

(2) 2. (A) TAXES OR ASSESSMENTS THAT ARE NOT SHOWN AS EXISTING LIENS BY THE RECORDS OF ANY TAXING AUTHORITY THAT LEVIES TAXES OR ASSESSMENTS ON REAL PROPERTY OR BY THE PUBLIC RECORDS; (B) PROCEEDINGS BY A PUBLIC AGENCY THAT MAY RESULT IN TAXES OR ASSESSMENTS, OR NOTICES OF SUCH PROCEEDINGS, WHETHER OR NOT SHOWN BY THE RECORDS OF SUCH AGENCY OR BY THE PUBLIC RECORDS.

(3) 3. ANY FACTS, RIGHTS, INTERESTS, OR CLAIMS THAT ARE NOT SHOWN BY THE PUBLIC RECORDS BUT THAT COULD BE ASCERTAINED BY AN INSPECTION OF THE LAND OR THAT MAY BE ASSERTED BY PERSONS IN POSSESSION OF THE LAND.

(4) 4. EASEMENTS, LIENS OR ENCUMBRANCES, OR CLAIMS THEREOF, NOT SHOWN BY THE PUBLIC RECORDS.

(5) 5. ANY ENCROACHMENT, ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND AND NOT SHOWN BY THE PUBLIC RECORDS.

(6) 6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS.

(7) 7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023. A LIEN NOT YET DUE OR PAYABLE.

(8) 8. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

(9) 9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED APRIL 14, 1927 AS BOOK 216, PAGE 137 OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE, LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(NO PLOTTABLE SURVEY MATTERS)

(10) 10. ANY DEFECTS, LIENS, ENCUMBRANCES OR OTHER MATTERS WHICH NAME PARTIES WITH THE SAME OR SIMILAR NAMES AS RAYMOND C. RAMIREZ AND RAYMOND L RAMIREZ. THE NAME SEARCH NECESSARY TO ASCERTAIN THE EXISTENCE OF SUCH MATTERS HAS NOT BEEN COMPLETED. IN ORDER TO COMPLETE THIS PRELIMINARY REPORT OR COMMITMENT, WE WILL REQUIRE A STATEMENT OF INFORMATION

11. WE FIND NO OUTSTANDING VOLUNTARY LIENS OF RECORD AFFECTING SUBJECT PROPERTY. AN INQUIRY SHOULD BE MADE CONCERNING THE EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY.

12. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

13. RIGHTS OF PARTIES IN POSSESSION.

14. THE EFFECT OF A DEED DATED MARCH 18, 2022, EXECUTED BY RAYMOND L RAMIREZ, SUCCESSOR TRUSTEE OF RAMIREZ FAMILY TRUST, AS GRANTOR, TO RAYMOND L RAMIREZ, AS GRANTEE, RECORDED MARCH 18, 2022, AS INSTRUMENT NO. 2022-0103780 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

NOTE: THE COMPANY WILL REQUIRE AN AFFIDAVIT OF EXECUTION AND DELIVERY OF DEED EXECUTED BY THE GRANTOR IN THE PRESENCE OF A FIRST AMERICAN NOTARY OR OTHER SATISFACTORY PROOF THAT THE DEED WAS VALID PRIOR TO REMOVING THIS EXCEPTION OR INSURING THE CONTEMPLATED TRANSACTION.

LEGAL DESCRIPTION (TR5):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 2, TRACT NO. 2060, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, RECORDS OF SAID COUNTY.

FOR CONVEYANCING PURPOSES ONLY: APN 1192-621-03-0-000

TITLE REPORT EXCEPTIONS (TR5):

THE FOLLOWING EASEMENTS, STATEMENTS AND MATTERS AS DISCLOSED IN FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT FOR TITLE INSURANCE, FILE NO. NCS-1118674-01-ONT1, DATED AUGUST 2, 2022.

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(6) 6. (A) UNPATENTED MINING CLAIMS; (B) RESERVATIONS OR EXCEPTIONS IN PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF; (C) WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT THE MATTERS EXCEPTED UNDER (A), (B), OR (C) ARE SHOWN BY THE PUBLIC RECORDS.

(7) 7. GENERAL AND SPECIAL TAXES AND ASSESSMENTS FOR THE FISCAL YEAR 2022-2023. A LIEN NOT YET DUE OR PAYABLE.

(8) 8. THE LIEN OF SUPPLEMENTAL TAXES, IF ANY, ASSESSED PURSUANT TO CHAPTER 3.5 COMMENCING WITH SECTION 75 OF THE CALIFORNIA REVENUE AND TAXATION CODE.

(9) 9. COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS IN THE DOCUMENT RECORDED APRIL 6, 1926 AS BOOK 88, PAGE 139 AND RECORDED APRIL 14, 1927 IN BOOK 216, PAGE 137, BOTH OF OFFICIAL RECORDS, WHICH PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY FIRST MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE, BUT DELETING ANY COVENANT, CONDITION OR RESTRICTION INDICATING A PREFERENCE, LIMITATION OR DISCRIMINATION BASED ON RACE, COLOR, RELIGION, SEX, HANDICAP, FAMILIAL STATUS, NATIONAL ORIGIN, SEXUAL ORIENTATION, MARITAL STATUS, ANCESTRY, SOURCE OF INCOME OR DISABILITY, TO THE EXTENT SUCH COVENANTS, CONDITIONS OR RESTRICTIONS VIOLATE TITLE 42, SECTION 3604(C), OF THE UNITED STATES CODES OR SECTION 12955 OF THE CALIFORNIA GOVERNMENT CODE, LAWFUL RESTRICTIONS UNDER STATE AND FEDERAL LAW ON THE AGE OF OCCUPANTS IN SENIOR HOUSING OR HOUSING FOR OLDER PERSONS SHALL NOT BE CONSTRUED AS RESTRICTIONS BASED ON FAMILIAL STATUS.
(NO PLOTTABLE SURVEY MATTERS. SAID DOCUMENT RECORDED IN BOOK 88, PAGE 139 REQUIRES THAT THE PREMISES BE USED FOR RESIDENTIAL PURPOSES)

(10) 10. THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "DEED AND AGREEMENT" RECORDED JANUARY 15, 1962 AS BOOK 5631, PAGE 26 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

(11) 11. A CERTIFIED COPY OF A JUDGMENT OR AN ABSTRACT THEREOF, RECORDED APRIL 26, 2006 AS INSTRUMENT NO. 2006-0283203 OF OFFICIAL RECORDS.
COURT: SUPERIOR COURT OF CALIFORNIA, COUNTY OF LOS ANGELES
CASE NO.: 05C01452
DEBTOR: ROBERT FORSHAY, AN INDIVIDUAL
CREDITOR: LBJ ASSETS LLC A CALIFORNIA LIMITED LIABILITY COMPANY
AMOUNT: $18,319.63, AND ANY OTHER AMOUNTS DUE THEREUNDER.
(NO PLOTTABLE SURVEY MATTERS)

THE LIEN OF THE JUDGMENT HAS BEEN EXTENDED AS EVIDENCED BY THE DOCUMENT RECORDED FEBRUARY 19, 2016 AS INSTRUMENT NO. 2016-0065807 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

(12) 12. ANY RIGHT, TITLE OR INTEREST OF THE SPOUSE, IF ANY, OF ANY MARRIED VESTEE HEREIN

(13) 13. WE FIND NO OUTSTANDING VOLUNTARY LIENS OF RECORD AFFECTING SUBJECT PROPERTY. AN INQUIRY SHOULD BE MADE CONCERNING THE EXISTENCE OF ANY UNRECORDED LIEN OR OTHER INDEBTEDNESS WHICH COULD GIVE RISE TO ANY SECURITY INTEREST IN THE SUBJECT PROPERTY.

(14) 14. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

(15) 15. RIGHTS OF PARTIES IN POSSESSION.

(16) 16. LIEN FOR FIRE HAZRD ABATEMENT IN FAVOR OF SAN BERNARDINO COUNTY CODE ENFORCEMENT – FIRE HAZARD ABATEMENT
AGAINST: FORSHAY ROBERT
AMOUNT: $1,741.00
RECORDED: APRIL 21, 2022 AS INSTRUMENT NO. 2022-0149901 OF OFFICIAL RECORDS.
(NO PLOTTABLE SURVEY MATTERS)

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MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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

Title: LEGAL DESCRIPTION

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision:

Sheet:

DAB-A1.2

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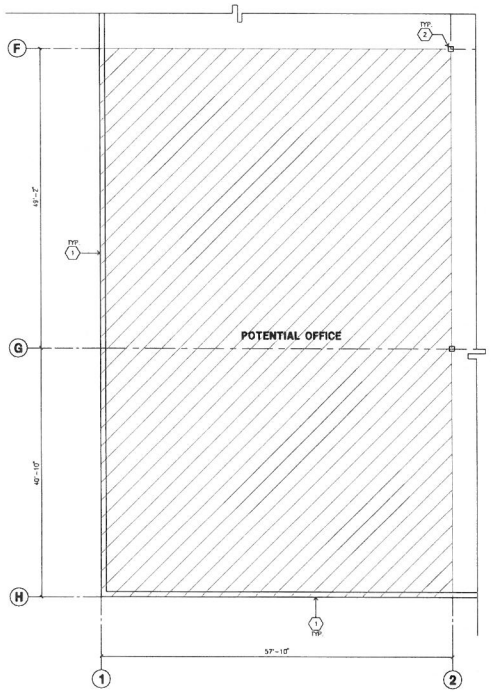
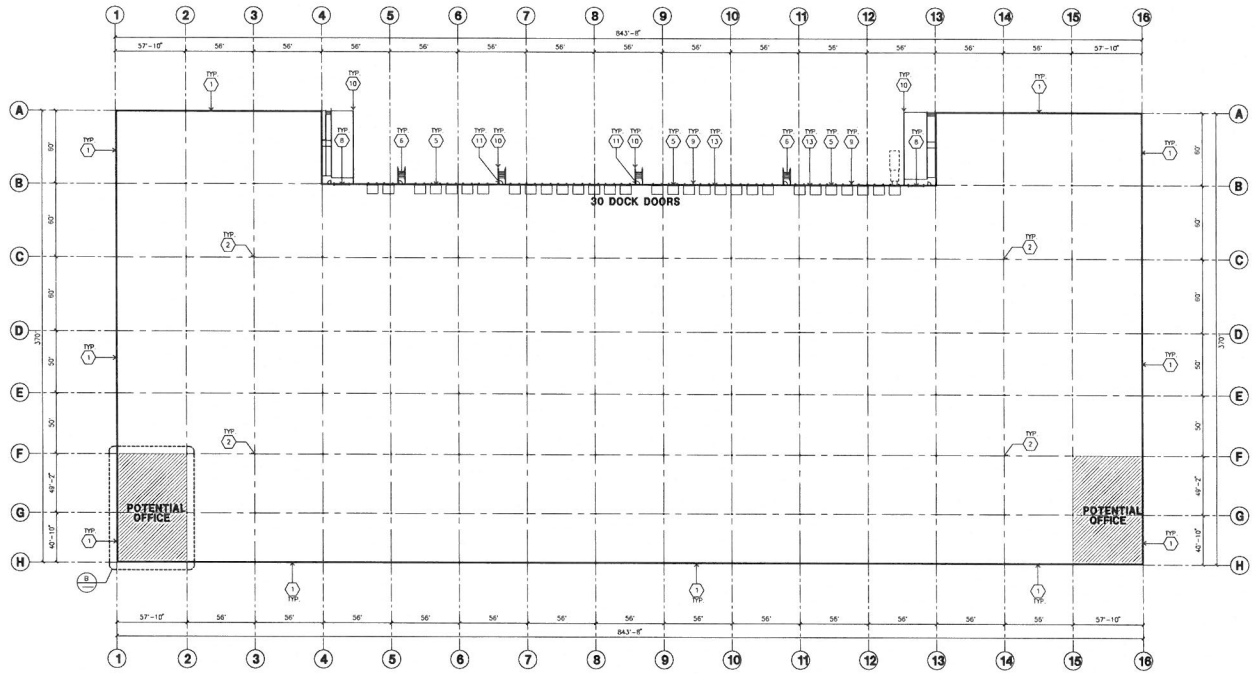


ENLARGED FLOOR PLAN (B) scale: 1/8" = 1'-0"

SCALE: 1/8" = 1'-0"
0 8' 16' 24'
TRUE NORTH



OVERALL FLOOR PLAN (A) scale: 1" = 40'-0"

SCALE: 1" = 40'-0"
0 40' 80' 120'
TRUE NORTH

KEYNOTES - FLOOR PLAN

1. CONCRETE TILT-UP PANEL.
2. STRUCTURAL STEEL COLUMN.
3. TYPICAL STOREFRONT SYSTEM WITH GLAZING. SEE OFFICE ELOW-UP AND ELEVATIONS FOR SIZE, COLOR AND LOCATIONS.
4. NOT USED.
5. 9' X 10' TRUCK DOOR. SECTIONAL OH., STANDARD GRADE.
6. EXTERIOR CONCRETE STAIR.
7. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYPICAL AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. SLOPE TO BE 1/4" 12" MAX. PROVIDE WALK TO HARD SURFACE PER CITY REQUIREMENTS.
8. 12' X 14' DRIVE THRU. SECTIONAL OH., STANDARD GRADE.
9. DOCK BUMPER.
10. CONCRETE FILLED GUARD POST. 6" DIA. U.N.O., 42"H.
11. 3'X7' HOLLOW METAL EXTERIOR MAN DOOR.
12. METAL CANOPY ABOVE.
13. 7' GUARD

GENERAL NOTES - FLOOR PLAN

1. THIS BUILDING IS DESIGNED FOR HIGH PILE STORAGE WITH FIRE ACCESS MAN DOORS AT 100' MAXIMUM O.C. A SEPARATE PERMIT WILL BE REQUIRED FOR ANY RACKING/CONVEYOR SYSTEMS.
2. FIRE HOSE LOCATIONS SHALL BE APPROVED PER FIRE DEPARTMENT.
3. THE BUILDING FLOOR SLAB IS FLAT. SEE CONCEPTUAL GRADING PLAN FOR FINISH SURFACE ELEVATIONS.
4. NOT USED.
5. WAREHOUSE INTERIOR CONCRETE WALLS ARE PAINTED WHITE. COLUMNS ARE TO BE PAINTED WITH SAFETY YELLOW FROM 12' A.F.F. TO UNDERSIDE OF ROOF STRUCTURE ALL CYP. BD. WALLS IN WAREHOUSE TO RECEIVE 1 COAT OF WHITE TO COVER.
6. SLOPE POUR STRIP 1/2" TO EXTERIOR AT ALL MANDOOR EXITS.
7. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE PANEL WALL, GIRDLINE, OR FACE OF STUD U.N.O.
8. SEE CONCEPTUAL GRADING PLAN FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR TO VERIFY ACTUAL UTILITY LOCATIONS.
9. CONTRACTOR TO PROTECT AND KEEP THE FLOOR SLAB CLEAN.
10. ALL EXIT MAN DOORS IN WAREHOUSE TO HAVE ILLUMINATED EXIT SIGN. HARDWARE: (8)
11. HIGHLY FLAMMABLE AND COMBUSTIBLE MATERIAL SHALL NOT BE USED OR STORED IN THIS BUILDING.
12. EACH EXTERIOR EXIT DOOR SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE WORDS "EXIT". THE MOUNTING HEIGHT FOR SUCH SIGNAGE SHALL BE 60" FROM FINISH FLOOR LEVEL TO THE CENTER OF THE SIGN.
13. NON-ACCESSIBLE DOOR. PROVIDE WARNING SIGN LOCATED IN THE INTERIOR SIDE PER CBC 11338.1.1.1
14. ALL ROOF MOUNTED MATERIALS SHALL BE FULLY SCREENED FROM PUBLIC VIEW.

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LANDSCAPE	HUNTER LANDSCAPE
FIRE PROTECTION	
SOILS ENGINEER	

Title: OVERALL FLOOR PLAN

Project Number: 22240
Drawn by: DH
Date: 05/16/2022
Revision:

Sheet:

DAB-A2.1

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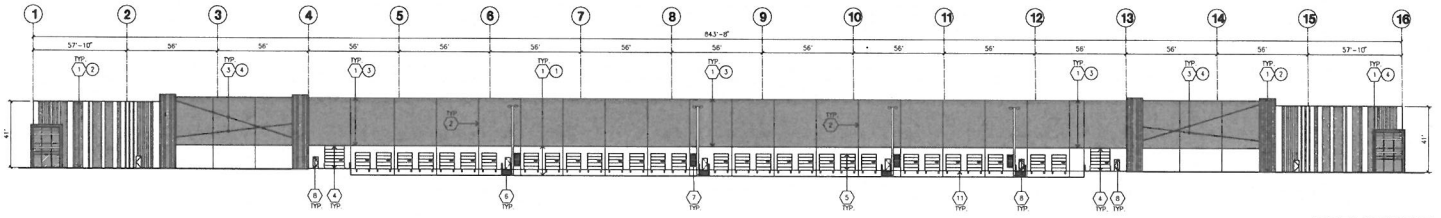
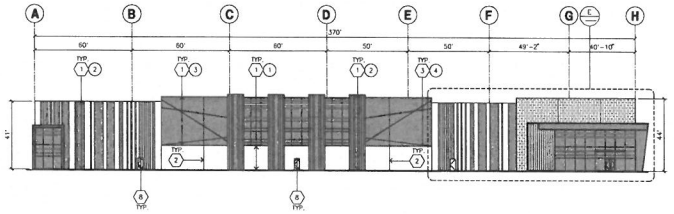


NORTH ELEVATION (A)
scale: 1/30" = 1'-0"



WEST ELEVATION (B)
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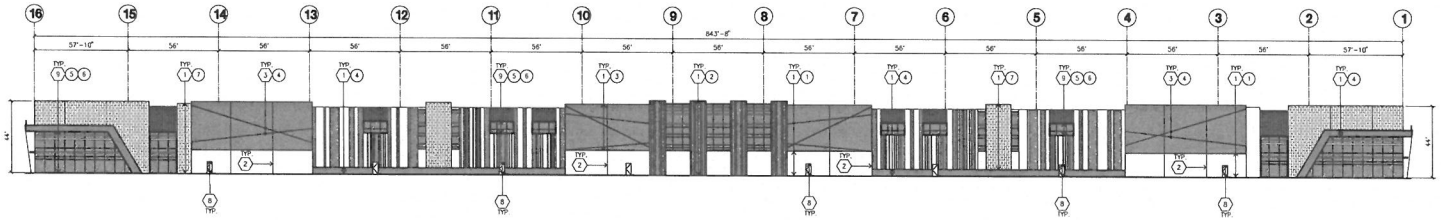

SOUTH ELEVATION (C)
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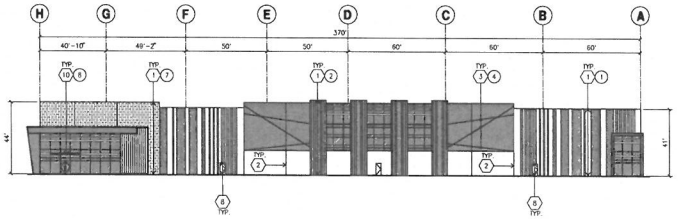
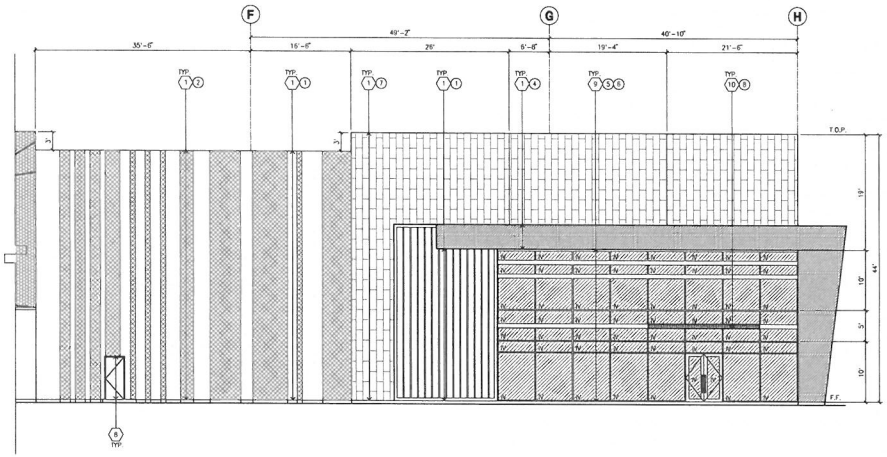


EAST ELEVATION (D)
scale: 1/30" = 1'-0"



ENALRGED WEST ELEVATION (E)
scale: 1/8" = 1'-0"

KEYNOTES - ELEVATIONS

1. CONCRETE TILT-UP PANEL(PAINTED).
2. PANEL JOINT.
3. PANEL REVEAL. ALL REVEALS TO HAVE A MAX. OF 3/8" CHAMFER. REVEAL COLOR TO MATCH ADJACENT BUILDING FIELD COLOR, U.N.O.
4. 12'X14' OVERHEAD DOOR @ DRIVE THRU.
5. 9'X10' OVERHEAD DOOR @ DOCK HIGH.
6. CONCRETE STAIR, LANDING AND GUARDRAIL W/ METAL PIPE HANDRAIL.
7. 4'X8' METAL LOUVER. PAINT TO MATCH BUILDING COLOR.
8. HOLLOW METAL DOORS.
9. ALUMINUM STOREFRONT FRAMING WITH TEMPERED GLAZING AT ALL DOORS.
10. METAL CANOPY.
11. DOCK BUMPER.

COLOR SCHEDULE - ELEVATIONS

1	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 7005 PURE WHITE, 215-C1
2	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 6232 MISTY 222-C1
3	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 9143 CADET 222-C4
4	CONCRETE TILT-UP PANEL	COLOR	SHERWIN WILLIAMS PAINT SW 6802 CARNIVAL 115-C6
5	GLAZING	COLOR	BLUE REFLECTIVE GLAZING
6	MULLIONS	COLOR	CLEAR ANODIZED MULLIONS
7	CONCRETE TILT-UP PANEL	COLOR	PAINT WITH REVEAL'S SHERWIN WILLIAMS PAINT SW 7066 GRIZZLE GRAY 226-C6
8	CANOPY	COLOR	CANOPY WIN

GLAZING LEGEND

NOTE: ALL EXTERIOR AND INTERIOR GLAZING SHALL BE TEMPERED.

- INSULATED VISION GLASS
- SPANDRELL GLASS WITH CONCRETE BEHIND
- SINGLE LITE VISION GLASS

IV : INSULATED VISION GLASS
1/4" VISTACOOL PACIFICA + 1/4" SOLARBAN 60 CLEAR
1" INSULATED GLASS UNIT WITH 10" AIRSPACE AND 1/4" LITES
U: 0.27 SHGC: 0.21 VLT: 39%
MINIMUM VT TO BE 0.42 PER 2013 CEC TABLE 140.3-B

SC : SPANDRELL WITH CONCRETE BEHIND
1/4" VISTACOOL PACIFICA WITH WARM GRAY DPACIDCAT PAINTED ON REFLECTIVE INSTALLED ON CONCRETE.

V : VISION GLASS
1/4" VISTACOOL PACIFICA

MULLIONS : ANODIZED CLEAR.

GENERAL NOTES - ELEVATIONS

A. ALL PAINT COLOR CHANGES TO OCCUR AT INSIDE CORNERS UNLESS NOTED OTHERWISE.
B. ALL PAINT FINISHES ARE TO BE FLAT UNLESS NOTED OTHERWISE.
C. T.O.P. EL. = TOP OF PARAPET ELEVATION.
D. F.F. = FINISH FLOOR ELEVATION.
E. STOREFRONT CONSTRUCTION, GLASS, METAL ATTACHMENTS AND LINTELS SHALL BE DESIGNED TO RESIST 90 MPH, EXPOSE "C" WINDS. CONTRUCTOR SHALL SUBMIT SHOP DRAWING PRIOR TO INSTALLATION.
F. CONTRACTOR SHALL FULLY PAINT ONE CONCRETE PANEL W/ SELECTED COLORS. ARCHITECT AND OWNER SHALL APPROVE PRIOR TO PAINTING REMAINDER OF BUILDING.
G. BACK SIDE OF PARAPETS TO HAVE SMOOTH FINISH AND BE PAINTED WITH ELASTROMIC PAINT.
H. FOR SPANDREL GLAZING, ALLOW SPACE BEHIND SPANDREL TO BREATH.
J. USE ADHESIVE BACK WOOD STRIPS FOR ALL REVEAL FORMS.
K. THE FIRST COAT OF PAINT TO BE ROLLED-ON AND THE SECOND COAT TO BE SPRAYED-ON

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SOILS ENGINEER	

Title: ELEVATION

Project Number: 22240
Drawn by: DH
Date: 09/16/2022
Revision:

Sheet: DAB-A3.1

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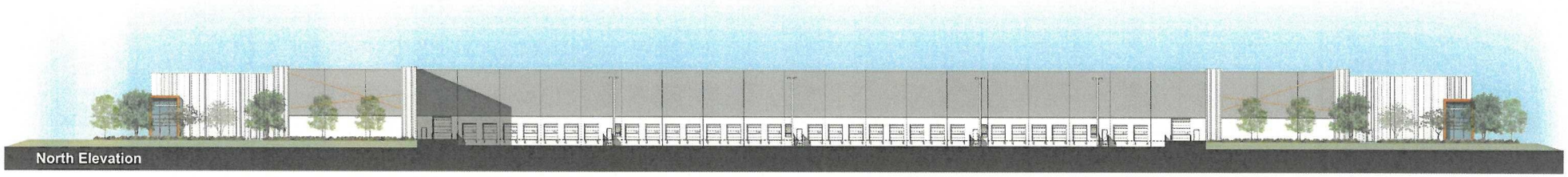


North Elevation



West Elevation



Meines Street - South Elevation



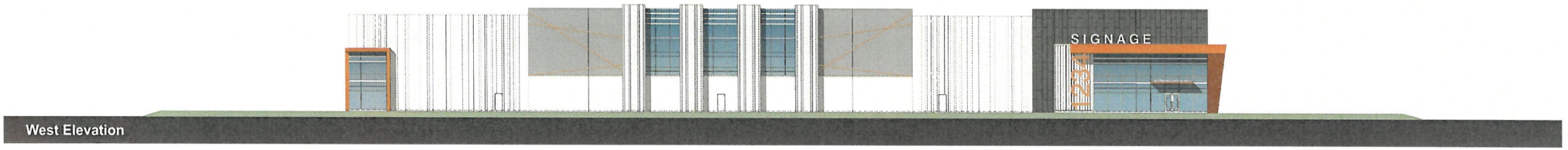
Palm Avenue - East Elevation

Conceptual Elevations - 36ft clear

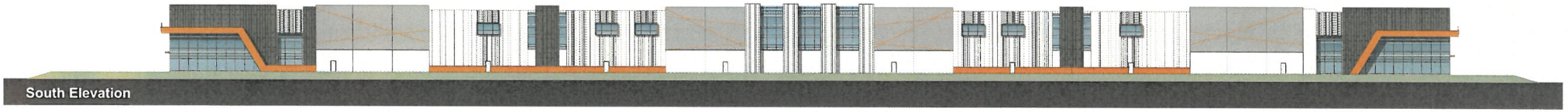
HPA **MEINES STREET & PALM AVENUE**

Highland, CA #22240 | 10.03.2022

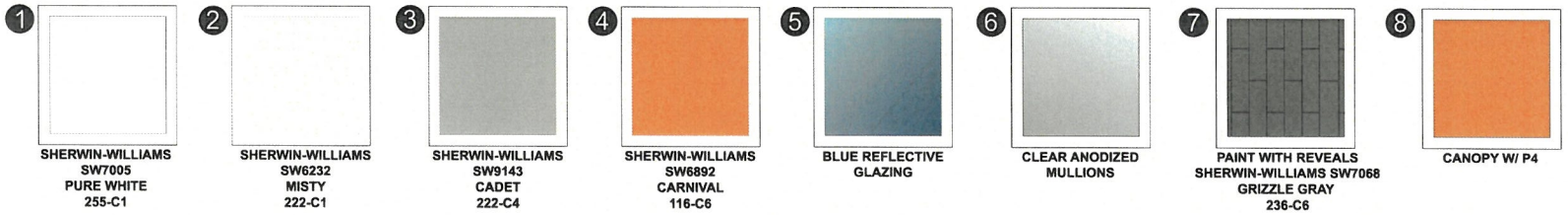
LOVETT INDUSTRIAL

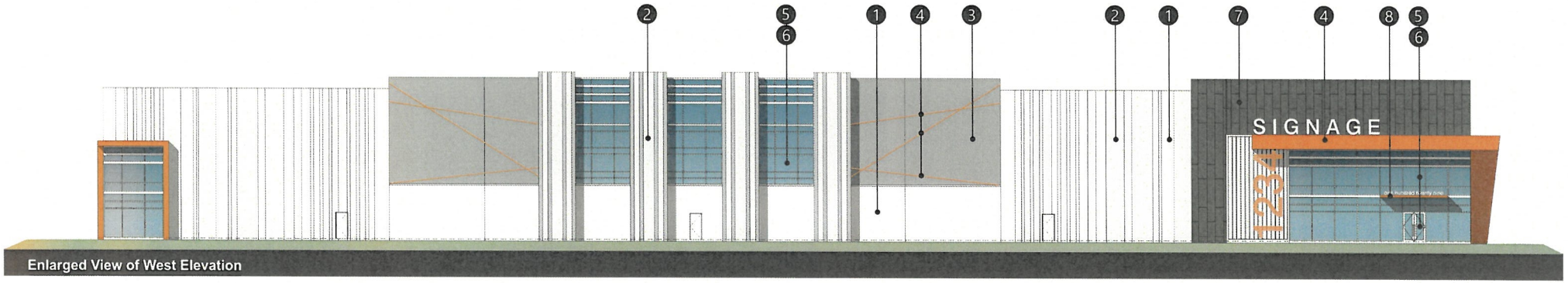


West Elevation



South Elevation





Enlarged View of West Elevation

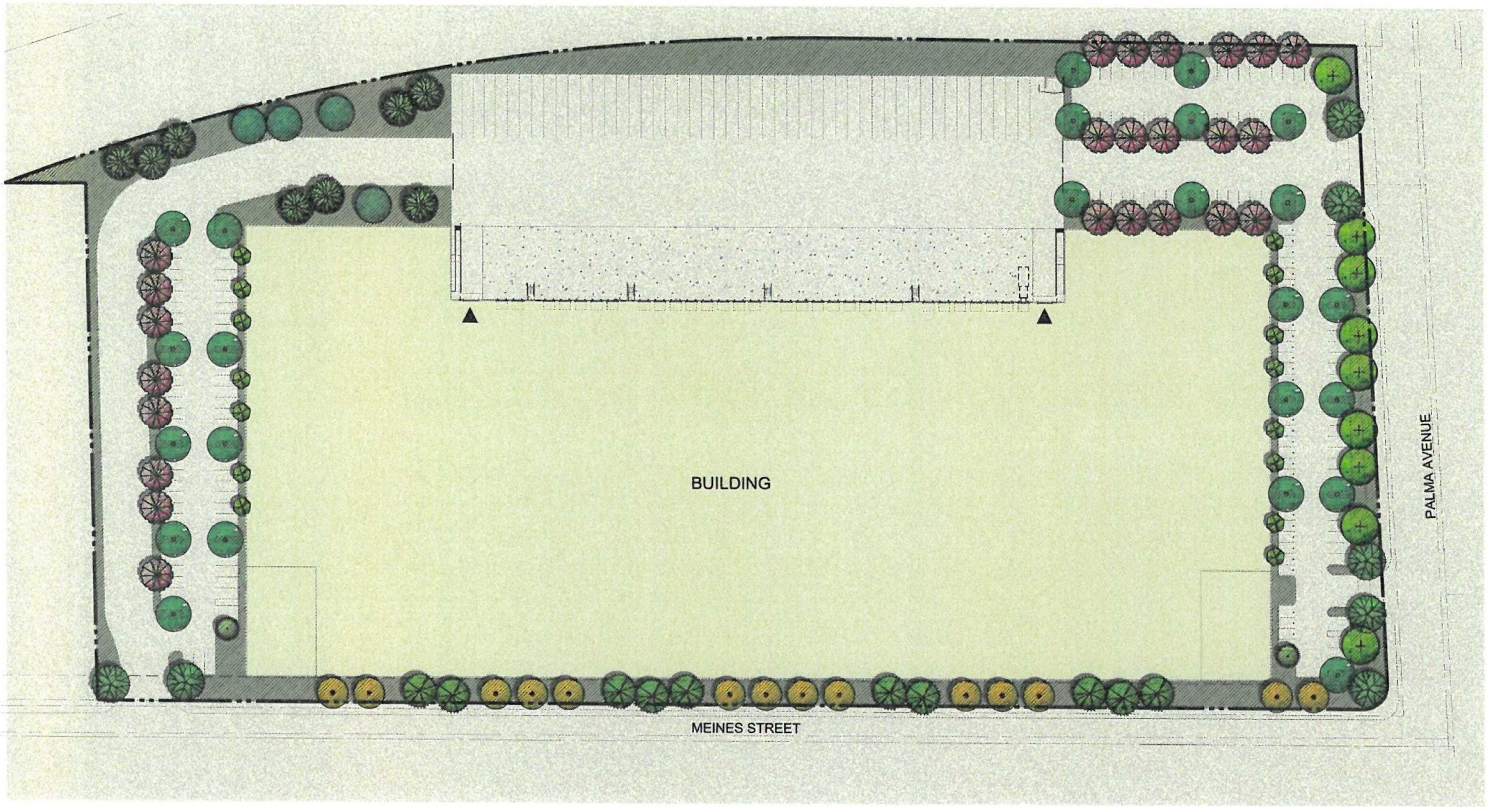
Conceptual Elevations and Material Board - 36ft clear

HPA

MEINES STREET & PALM AVENUE

Highland, CA | #22240 | 10.03.2022

LOVETT INDUSTRIAL



PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Geraldton 'Desert Museum' Blue Palm Vanilla	36" Box	14	L	Multi
	Chitalpa 'Pearl' Desert Willow	48" Box 36" Box	1 1	L	Multi
	Chitalpa tashkentensis Chitalpa	15 Gal	24	L	Standard
	Pinus eldarica Afghan Pine	15 Gal	4	L	Standard
	Pistacia chinensis Chinese Pistache	48" Box	0	L	Standard
	Pistacia reperrosa California Sycamore	15 Gal	9	M	Multi
	Prosopis chilensis Chilean Mesquite	24" Box 36" Box	6 2	M	Multi
	Quercus agrifolia Coast Live Oak	48" Box	7	M	Multi
	Rhus lancea African Sumac	15 Gal 24" Box	8 16	L	Standard
	Tipuana sanitaria Brisbane Box	15 Gal	15	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Agave salmiana Pineapple Gazelle	5 Gal	0	M	2' OC 2' from Fenceline
	Cantaloupe 'Little John' Dwarf Bottle Brush	5 Gal	0	M	2' OC 2' from Fenceline
	Caesia uniflorum Dwarf Bottle Brush	5 Gal	0	L	4' OC 2.5' from Fenceline
	Rosmarinus pariformis Cathedrally	5 Gal	0	L	4' OC 2.5' from Fenceline
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	0	L	2' OC 2' from Fenceline
	Salvia o. 'Alpha Chickering' Alpha Chickering Sage	5 Gal	0	L	4' OC 2.5' from Fenceline
	Salvia gregii Autumn Sage	5 Gal	0	L	2' OC 2' from Fenceline
	Salvia leucantha Mexican Sage	5 Gal	0	L	2' OC 2' from Fenceline
	Westringia fruticosa Coast Rosemary	5 Gal	0	L	2' OC 2' from Fenceline
	Westringia f. 'Grey Box' Dwarf Coast Rosemary	5 Gal	0	L	2' OC 2' from Fenceline

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	0	L	
	Agave ordoriaminosa Agave	5 Gal	0	L	
	Agave ultrarimatus Agave	5 Gal	0	L	
	Aloe maculata Soap Aloe	5 Gal	0	L	
	Aloe striata Coral Aloe	1 Gal	0	L	
	Hesperaloe parviflora Red Yucca	5 Gal	0	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Aspalis melodina 'Lily Bee' Dwarf Acacia	1 Gal	6' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Brush	1 Gal	6' O.C.	L	
	Lantana 'Gold Mound' Yellow Lantana	1 Gal	36" O.C.	L	
	Lantana j. 'Holland' Half's Honeysuckle	1 Gal	48" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	

Trees
50% 15 gallon Provided 38
20% 36" box Provided 34
15% 48" box Provided 17
15% 48" box Provided 17

N

0 20' 40' 80'

SHEET 1

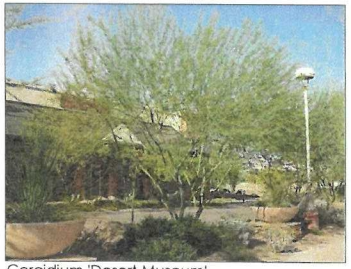
Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California

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



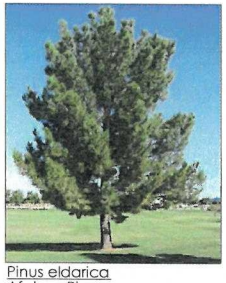
Cercidium 'Desert Museum'
Blue Palo Verde



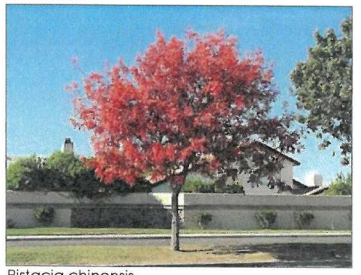
Chilopsis linearis
Desert Willow



Chitalpa tashkentensis
Chitalpa



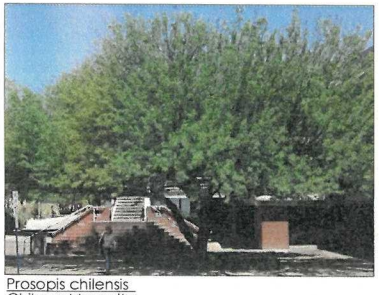
Pinus eldarica
Afghan Pine



Pistacia chinensis
Chinese Pistache



Platanus racemosa
California Sycamore



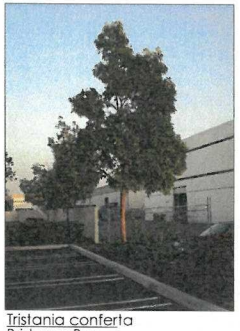
Prosopis chilensis
Chilean Mesquite



Quercus agrifolia
Coast Live Oak



Rhus lancea
African Sumac



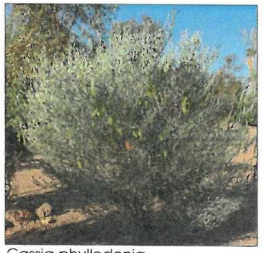
Tristania conferta
Brisbane Box



Acca sellowiana
Pineapple Gauva



Callistemon 'Little John'
Dwarf Bottle Brush



Cassia phyllodenia
Dwarf Bottle Brush



Rhamnus californica
Coffeeberry



Rosmarinus o. 'Tuscan Blue'
Rosemary



Salvia c. 'Allen Chickering'
Allen Chickering Sage

SHEET 2

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

Lovett Industrial

Highland, California

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711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



Salvia greggii
Autumn Sage



Salvia leucantha
Mexican Sage



Westringia fruticosa
Coast Rosemary



Westringia f. 'Grey Box
Dwarf Coast Rosemary



Agave 'Blue Glow
Blue Glow Agave



Agave victoria-reginae
Agave



Agave villmoriniana
Agave



Aloe maculata
Soap Aloe



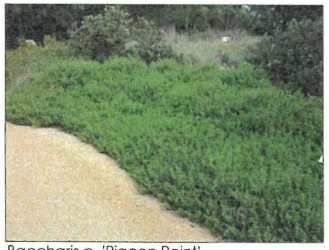
Aloe striata
Coral Aloe



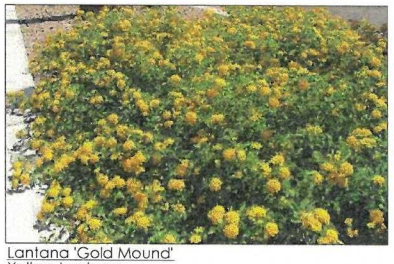
Hesperaloe parviflora
Red Yucca



Acacia redolens 'Low Boy'
Dwarf Acacia



Baccharis p. 'Pigeon Point'
Dwarf Coyote Bush



Lantana 'Gold Mound'
Yellow Lantana



Lonicera j. 'Halliana'
Hall's Honeysuckle



Rosmarinus o. 'Huntington Carpet'
Prostrate Rosemary

SHEET 3

Meines Street & Palm Avenue

22-128
09.16.22
01.11.23

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Highland, California

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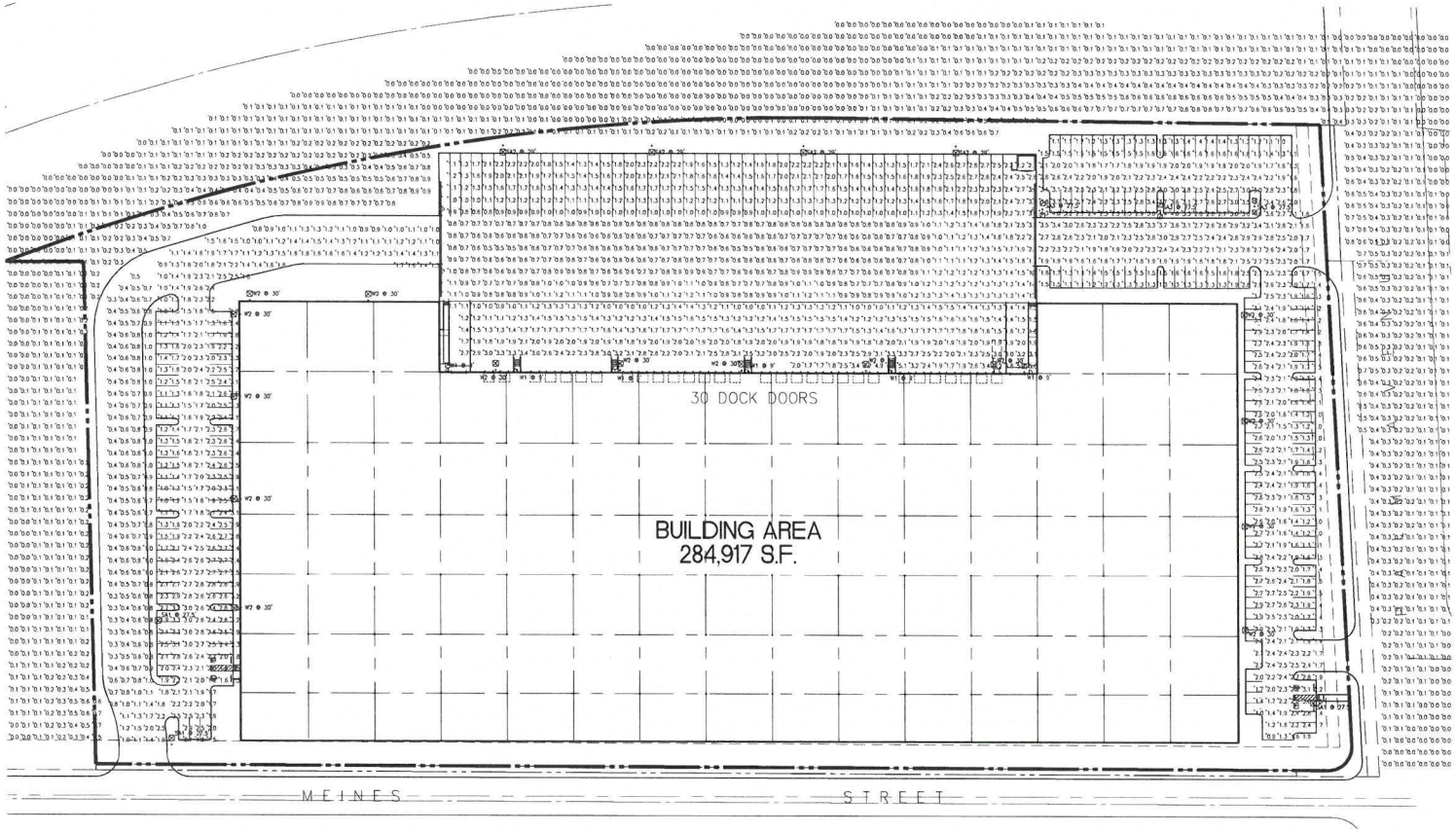
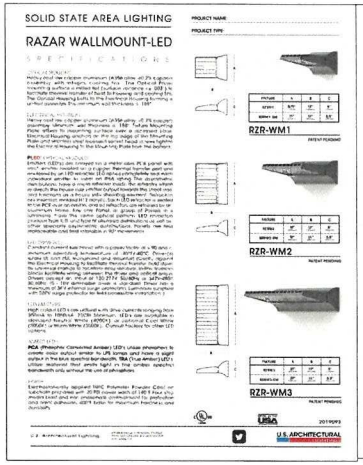
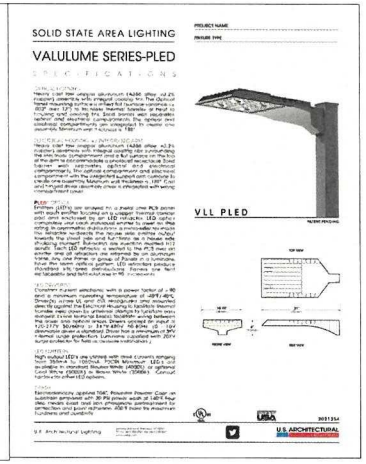
714.986.2400 FAX 714.986.2408







ELECTRICAL SITE PHOTOMETRIC PLAN

SCALE: 1"=40'-0"

1

N

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	W1	6	U.S. ARCHITECTURAL LIGHTING	RZR-WM1-PLED-III-W-20LED-350mA-40K (M1 WM511 WALL MT AT 9 FT AFG BUG) BUG RATING B1 U0 G1	CAST BLACK PAINTED FINNED METAL HOUSING.	20 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	20	RZR-WM1-PLED-III-W-20LED-350mA-40K.ies	151	0.9	21.4
	W2	15	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-IV-80LED-700mA-40K (WM511WALL MT AT 30 FT AFG BUG) RATING B3 U0 G3	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	RZR-PLED-IV-FT-80LED-700mA-40K.ies	269	0.9	173.6
	SA1	3	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W-80LED-525mA-NW-HS (M511 POLE MT AT 27.5FT AFG BUG) RATING B1 U0 G3 25 FT POLE 2.5 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-III-W-80LED-525mA-NW-HS.ies	167	0.9	129.4
	SA2	4	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-III-W-80LED-525mA-NW-HS (M511 POLE MT AT 29 FT AFG BUG) RATING B1 U0 G3 25 FT POLE 4 FT BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-III-W-80LED-525mA-NW-HS.ies	167	0.9	129.4
	SA3	3	U.S. ARCHITECTURAL LIGHTING	VLL-PLED-VSQ-W-80LED-525mA-NW-(M511 POLE MT AT 27.5 FT AFG BUG) RATING B5 U0 G3 25 FT POLE 30 IN BASE	CAST BLACK PAINTED FINNED METAL HOUSING.	80 WHITE LIGHT EMITTING DIODES (LEDS), BASE UP.	80	VLL-PLED-VSQ-W-80LED-525mA-NW.ies	232	0.9	258.8

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #2	+	1.7 fc	6.0 fc	0.5 fc	12.0:1	3.4:1
Calc Zone #3	+	2.0 fc	3.5 fc	0.8 fc	4.4:1	2.5:1
Calc Zone #4	+	0.7 fc	2.5 fc	0.3 fc	8.3:1	2.3:1
Calc Zone #4	+	0.1 fc	1.0 fc	0.0 fc	N/A	N/A

HPA
hpa, inc.
18831 bardeen avenue, - ste. #100
irvine, ca.
92612
tel: 949-863-1770
fax: 949-863-0851
email: hpa@hparchs.com

Owner:

LOVETT INDUSTRIAL

1730 HOLLY AVE. EL SEGUNDO, CA 90245
TEL: 949-296-2969

Project:

HIGHLAND PARK INDUSTRIAL DEVELOPMENT

21601 & 21823 BARTON RD.
MEINES ST. & PALM AVENUE
HIGHLAND PARK, CA

Consultants:

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

Title

SITE PHOTOMETRIC PLAN

Project Number 22210
Drawn by DH
Date 09/16/2022
Revision

Sheet

E-2.1

RPM#23-xxx 01/05/2023

RPM
Engineers, Inc.
102 DISCOVERY
Irvine, CA 92618
Tel: 949-680-2514
Fax: 949-680-1654
Contact: David Du
e-mail: davidd@rpmpe.com

REGISTERED PROFESSIONAL ENGINEER
JAN V. NGUYEN
No. 015596
Exp. 12-31-2023
ELECTRICAL
STATE OF CALIFORNIA
01/05/2023

CAUTION: IF THE SHEET SIZE IS 24" X 36" IS ONLY ONE SHEET

STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HIGHLAND)

I, Camille Goritz, Administrative Assistant III of the City of Highland, California, do hereby certify Resolution No. 2023-026 was duly and regularly adopted by the Planning Commission of the City of Highland, California, at a regular meeting thereof held on the 20th day of June 2023, by the following vote:

AYES: Hamerly, Miller, Thomas

NOES: None

ABSTAIN: None

ABSENT: Amaya, Sutorus

Camille Goritz, Administrative Assistant III

Attachment 5: Planning Commission Resolution No. 2023-027 for the TPM 22-011

RESOLUTION NO. 2023-027

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

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

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted an application for Tentative Parcel Map No. 20680 (TPM 22-011) to consolidate the fourteen (14) existing parcels associated with the 284,917 square foot warehouse development project. Related entitlements include Design Review Application (DRA 22-022) and Mitigated Negative Declaration (ENV 23-004).

2. The project site has an Industrial (I) General Plan and Zoning Designation which requires approval of a Design Review Application for the establishment of a warehouse.

3. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

2. The City of Highland Planning Commission after due consideration, inspection, investigation and study made by itself and on its behalf, and after due consideration of all evidence and reports offered at said hearing, including the staff report to the Planning Commission dated June 20, 2023 and which is incorporated herein by this reference, does find and determine the following facts:

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

3. Tentative Parcel Map No. 20680 (TPM 22-011) proposes to merge fourteen (14) lots into one (1) on approximately 12.8 acres.

4. A duly noticed public hearing was held by the Planning Commission on June 20, 2023, in the City Hall Council Chambers and notice of the time, date, place and purpose of the aforesaid hearing was given as required by applicable law. At the public hearing, the Planning Commission took testimony, both written and oral, from various parties, including the Applicant.

5. Tentative Parcel Map No. 20680 (TPM 22-011) complies with the provisions of Chapter 16.68 *Land Divisions* of the Highland Municipal Code.

6. Tentative Parcel Map No. 20680 (TPM 22-011) complies with the Subdivision Map Act, Sections 66410-66499.58 of the Government Code of the State of California.

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

8. Findings of Fact for Tentative Parcel Map No. 20680 (TPM 22-011):

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

      Response: The project site has an Industrial (I) General Plan designation of which cites appropriate uses to include "light industrial, research and development, and office uses for firms seeking an attractive and pleasant working environment and an advantageous location with proximity to the San Bernardino International Airport and freeway access". It meets Goal 2.5 to, "promote a mix of attractive employment-generating areas with a mix of uses that provide a sound and diversified economic base and that are compatible with the community's overall residential character" and Goal 2.13 to, "transform the 5th Street Corridor into a major employment center and gateway to the San Bernardino International Airport." It is not located within a Specific Plan area.

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

Response: The subdivision and warehouse improvement are consistent with the design criteria of the General Plan's 5th Street Corridor, Goal 2.13, Policies 1-9, encouraging the consolidation of parcels to promote a quality, planned development. It also satisfies the policies of Goal 10.8 to, "ensure that industrial and business park development is professional and attractive in appearance through coordinated site planning, signage and architectural design guidelines.

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

Response: The project site is appropriate for a warehouse development as it combines fourteen (14) parcels for a total of 12.8 acres. The site contains a variety of industrial storage uses that include an off-road auto parts manufacturer and a steel distribution business. Each of the parcels will be removed of all onsite materials and will undergo full demolition prior to the start of construction. While the existing auto parts manufacturer and steel distribution business that currently occupy the eastern portion of the site are permitted uses, the general area of the site, the 5th Street Corridor, is in transition from its older, non-conforming uses to airport-related uses that align with the General Plan's vision.

There are no geographic or man-made impediments to the development of a warehouse on this site. There are utilities available within the adjacent right-of-way and drainage is good for on-site water retention and water quality treatment.

There is both passenger vehicle and truck access to and from Palm Avenue to the east and Meines Street to the south. It is also located within one (1) mile of the San Bernardino Airport and one (1) mile of the 210 Freeway.

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

Response: Per Municipal Code Section 16.24.040 Employment District Development Standards, the maximum lot coverage is 60%. The project calls for 51.3%. It meets the minimum lot size, lot width and dept as well as required building setbacks and landscape coverage.

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

Response: The site itself is zoned for Industrial (I) uses and the general area, the 5th Street Corridor, is in transition from its older, contractor storage type uses to more commercial/light-industrial airport-related uses that align with the vision for the future Airport Gateway Specific Plan. The consolidation of fourteen (14) existing parcels in to one (1) for this development will not harm fish, wildlife or their habitat. There are no endangered or protected animals onsite.

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

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

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

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

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

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

11. Based on the Findings and Conclusions set forth above, the Planning Commission approves Tentative Parcel Map No. 20680 (TPM 22-011) to merge fourteen (14) parcels into one (1) for the development of a 284,917 square foot warehouse subject to the Conditions of Approval.

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

Randall Hamerly, Chair
Planning Commission

ATTEST:

Lawrence A. Mainez
Community Development Director

Exhibit 1:

Conditions of Approval (TPM 22-0011)

PLANNING DIVISION CONDITIONS OF APPROVAL

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

PLANNING CONDITIONS OF APPROVAL

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

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

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

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

PLANNING CONDITIONS

2. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on June 20, 2023.

3. Tentative Parcel Map No. 20680 (TPM 22-011) approves the merging of fourteen (14) parcels into one (1) parcel. The site is approximately 12.8 acres.

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

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

6. The Site lies within a Industrial (I) Zone and all future development shall occur in accordance with the zone and all other related Highland Municipal Code provisions.

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

8. The Applicant/Owner of the property shall submit to the Planning Division written evidence of agreement with all conditions of this approval before the approval becomes effective.

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

10. Prior to recordation of the parcel map, the new legal description and plat map shall be submitted for review and approval with the Engineering Division. Prior to recordation of the parcel map the owner/applicant shall pay all applicable plan check fees.

11. Notice of this parcel map shall be filed will the county of San Bernardino and proof of recordation of the deed or record of survey shall be provided to the Engineering Division within one (1) year of approval of this parcel map.

12. Conditions of Approval for the related entitlements apply: Design Review Application (DRA 22-022)

Exhibit 2:

Tentative Parcel Map No. 20680

SHEET 2 OF 2

TENTATIVE PARCEL MAP NO. 20680

IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA,

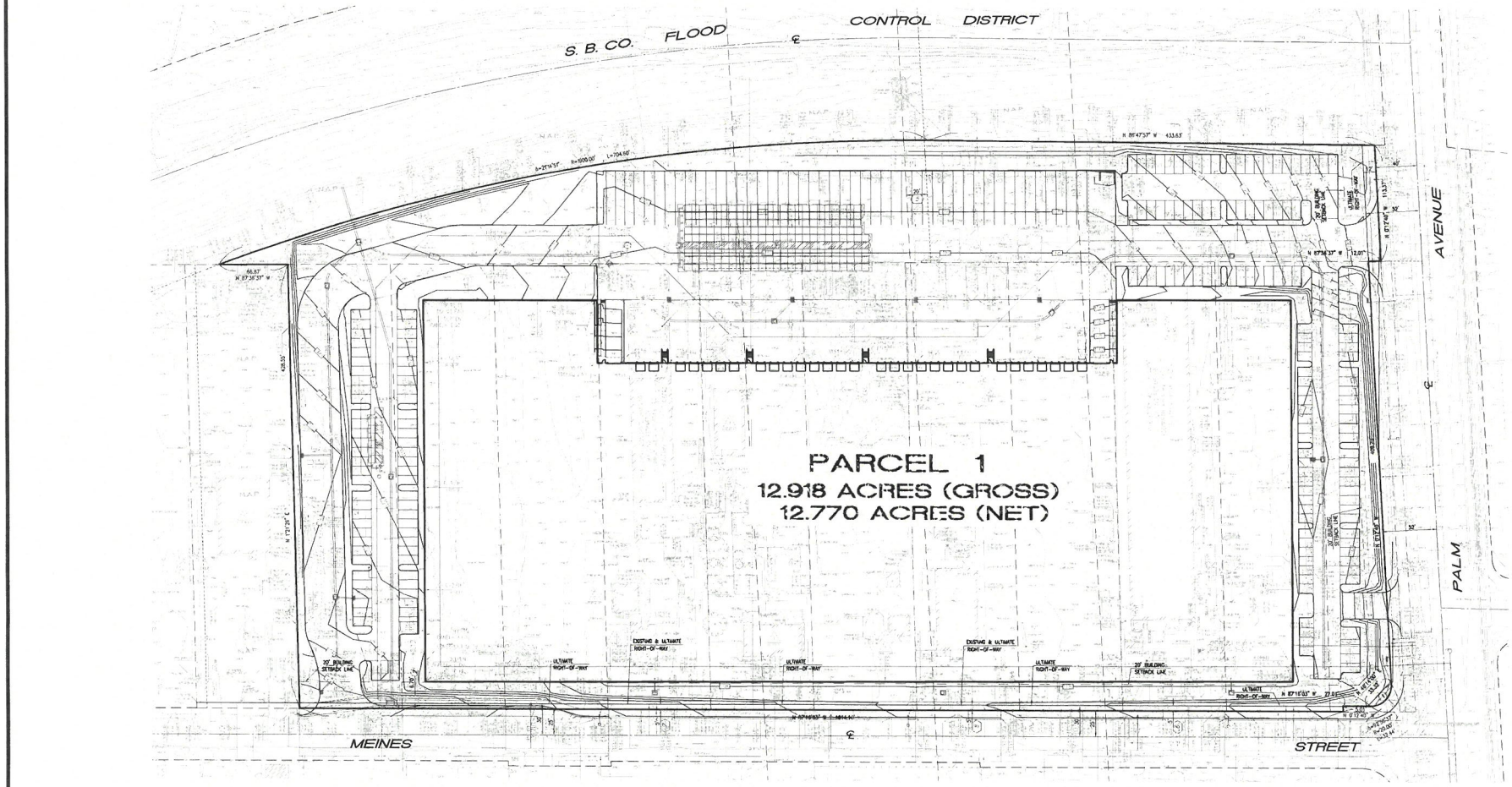
BEING A SUBDIVISION OF LOTS 1, 2 , 3, 4, 5, 6, 7, 67, 68, 69 AND 70 OF TRACT NO. 2060, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, TOGETHER WITH THAT PORTION OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, AND TOGETHER WITH PARCEL B AS SHOWN ON CERTIFICATE OF COMPLIANCE NO. COC 018-005 AS EVIDENCED BY DOCUMENT RECORDED FEBRUARY 14, 2019 AS INSTRUMENT NO. 2019-48201 OF OFFICIAL RECORDS.

APNs:
1192-521-02, 03, 04, 05, 06, 07, 08, 20, 21, 22, 23
1192-601-05, 08, 43

NOTES:
DATE OF PREPARATION: 9-21-2022
GROSS ACREAGE: 12.918
NET ACREAGE: 12.770
NUMBER OF PROPOSED PARCEL: 1



VICINITY MAP
N.T.S.



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Last Update: 9/23/22
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REVISIONS

NO.	DESCRIPTION	DATE

APPLICANT:
LOVETT INDUSTRIAL
1730 E HOLLY AVENUE
EL SEGUNDO, CA 90245
PHONE: (949) 402-2760

ARCHITECT:
HPA ARCHITECTURE
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IRVINE, CA 92612
PHONE: (949) 863-1770

CIVIL ENGINEER:
Thienes Engineering, Inc.
CIVIL ENGINEERING • LAND SURVEYING
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LA MIRADA, CALIFORNIA 90638
PH.(714)521-4811 FAX(714)521-4173

SURVEYOR:
PREPARED UNDER THE DIRECTION OF:
BRIAN L. THIENES
P.L.S. NO. 5750
11/10/22
DATE
PROFESSIONAL LAND SURVEYOR BRIAN L. THIENES NO. 5750 STATE OF CALIFORNIA

CITY OF HIGHLAND

TENTATIVE PARCEL MAP NO. 20680

BEING A SUBDIVISION OF LOTS 1, 2 , 3, 4, 5, 6, 7, 67, 68, 69 AND 70 OF TRACT NO. 2060, BLUE RIBBON FARMS, AS PER PLAT RECORDED IN BOOK 29 OF MAPS, PAGE 65, TOGETHER WITH THAT PORTION OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, TOWNSHIP 1 SOUTH, RANGE 3 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, AND TOGETHER WITH PARCEL B AS SHOWN ON CERTIFICATE OF COMPLIANCENO. COC 018-005 AS EVIDENCED BY DOCUMENT RECORDED FEBRUARY 14, 2019 AS INSTRUMENT NO. 2019-48201 OF OFFICIAL RECORDS.

STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HIGHLAND)

I, Camille Goritz, Administrative Assistant III of the City of Highland, California, do hereby certify Resolution No. 2023-027 was duly and regularly adopted by the Planning Commission of the City of Highland, California, at a regular meeting thereof held on the 20th day of June 2023, by the following vote:

AYES: Hamerly, Miller, Thomas

NOES: None

ABSTAIN: None

ABSENT: Amaya, Sutorus

Camille Goritz, Administrative Assistant III

Attachment 6: Planning Commission Resolution No. 2023-028

RESOLUTION NO. 2023-028

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM (ENV 23-004) FOR THE DEVELOPMENT OF A 284,917 SQUARE FOOT WAREHOUSE LOCATED ON A 12.8 ACRE SITE AT THE NORTHWEST CORNER OF PALM AVENUE AND MEINES STREET. RELATED ENTITLEMENTS INCLUDE DESIGN REVIEW APPLICATION (DRA 22-022) AND TENTATIVE PARCEL MAP NO. 20680 (TPM 22-011).

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

APPLICANT: LOVETT INDUSTRIAL

A. RECITALS

1. On December 1, 2022, the Applicant submitted Design Review Application (DRA 22-022) for the construction of a 284,917 square foot industrial warehouse and associated improvements including loading docks, trailer parking, passenger vehicle parking, a stormwater infiltration basin, and landscape area. The Application includes a Site Plan, Building Elevations, Rough Grading Plan, and Conceptual Landscape Plan. Related entitlements include Tentative Parcel Map No. 20680 (TPM 22-011) to combine fourteen (14) parcels into one (1) and Mitigated Negative Declaration (ENV 23-004).

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

3. The Initial Study prepared for the Project was made available for public review from May 17, 2023 to June 15, 2023.

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

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

6. On June 20, 2023, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject Project and concluded the Hearing on that date.

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

B. RESOLUTION

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

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

Section 2. Based upon substantial evidence presented to the Planning Commission during the June 20, 2023, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

Section 3 The Planning Commission hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program (ENV 23-004), both of which are attached hereto and incorporated herein by reference.

Section 4. The Planning Commission hereby instructs City staff to file a Notice of Determination with the Clerk of the Board of the Supervisors of the County of San Bernardino, pursuant to the Public Resources Code and State CEQA Guidelines.

C. ADOPTION OF RESOLUTION.

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

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

Randall Hamerly, Chair
Planning Commission

ATTEST:

Lawrence A. Mainez,
Community Development Director

Exhibit 1:

Initial Study/Mitigated Negative Declaration

City of Highland

Meines Street and Palm Avenue Warehouse Project

Initial Study/Mitigated Negative Declaration

May 2023

Prepared by:

Kimley-Horn and Associates, Inc.

3801 University Avenue, Suite 300

Riverside, CA 92501

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1.0 INTRODUCTION & PURPOSE

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

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

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

1.2 Summary of Findings

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

1.3 Mitigation Measures

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

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

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

1.4 Environmental Resource Topics

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

- Aesthetics
- Agricultural and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.5 Report Organization

This document has been organized into the following sections:

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

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

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

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

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

1.6 Initial Study Public Review Process

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

Written comments regarding this MND should be addressed to:

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

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

2.0 DESCRIPTION OF PROPOSED PROJECT

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

PROJECT LOCATION

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

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

PROJECT SETTING, LAND USE, AND ZONING DESIGNATION

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

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

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

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

Table 1: Existing Land Uses and Zoning Designations

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

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

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

2.2 Proposed Project Characteristics

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

SITE ACCESS

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

PARKING

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

LANDSCAPING

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

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

GRADING

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

DRAINAGE

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

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

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

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

WATER AND SEWER

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

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

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

DRY UTILITIES

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

OFF-SITE STREET IMPROVEMENTS

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

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

PROJECT APPROVALS

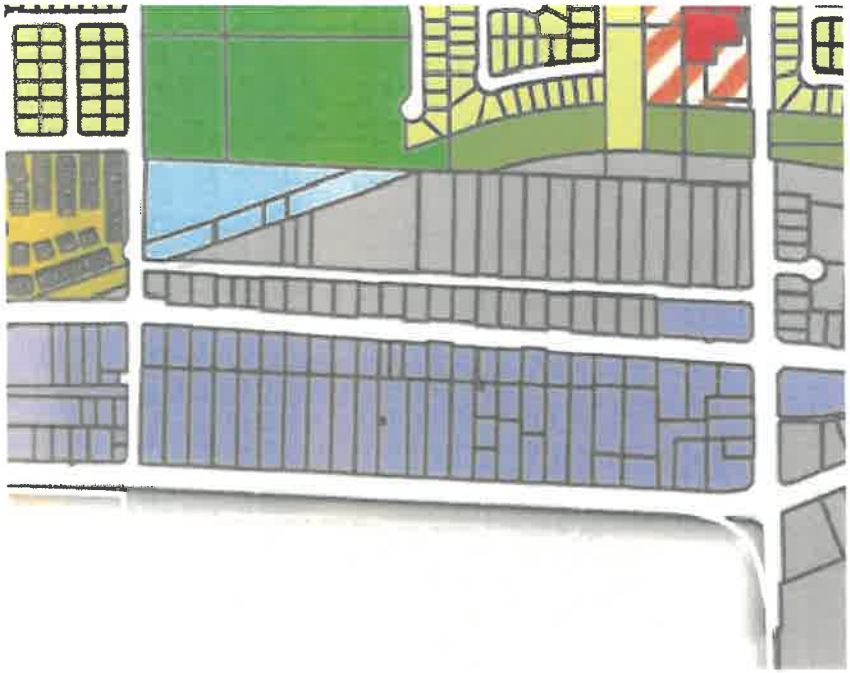
The actions and/or approvals that the City needs to consider for the Project include, but are not limited to, the following:

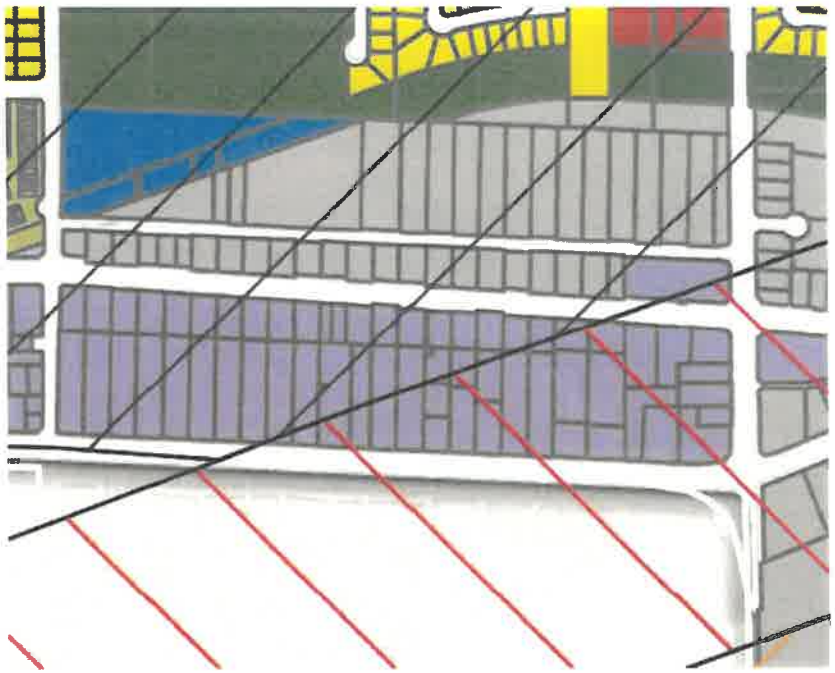
- Design Review Permit that includes the request for architectural review of the proposed warehouse building and associated infrastructure located on the northwest corner of Meines Street and Palm Avenue intersection (APNs: 1192-621-02 through -08, -20 through -23 and 1192-601-05, -09, -43).

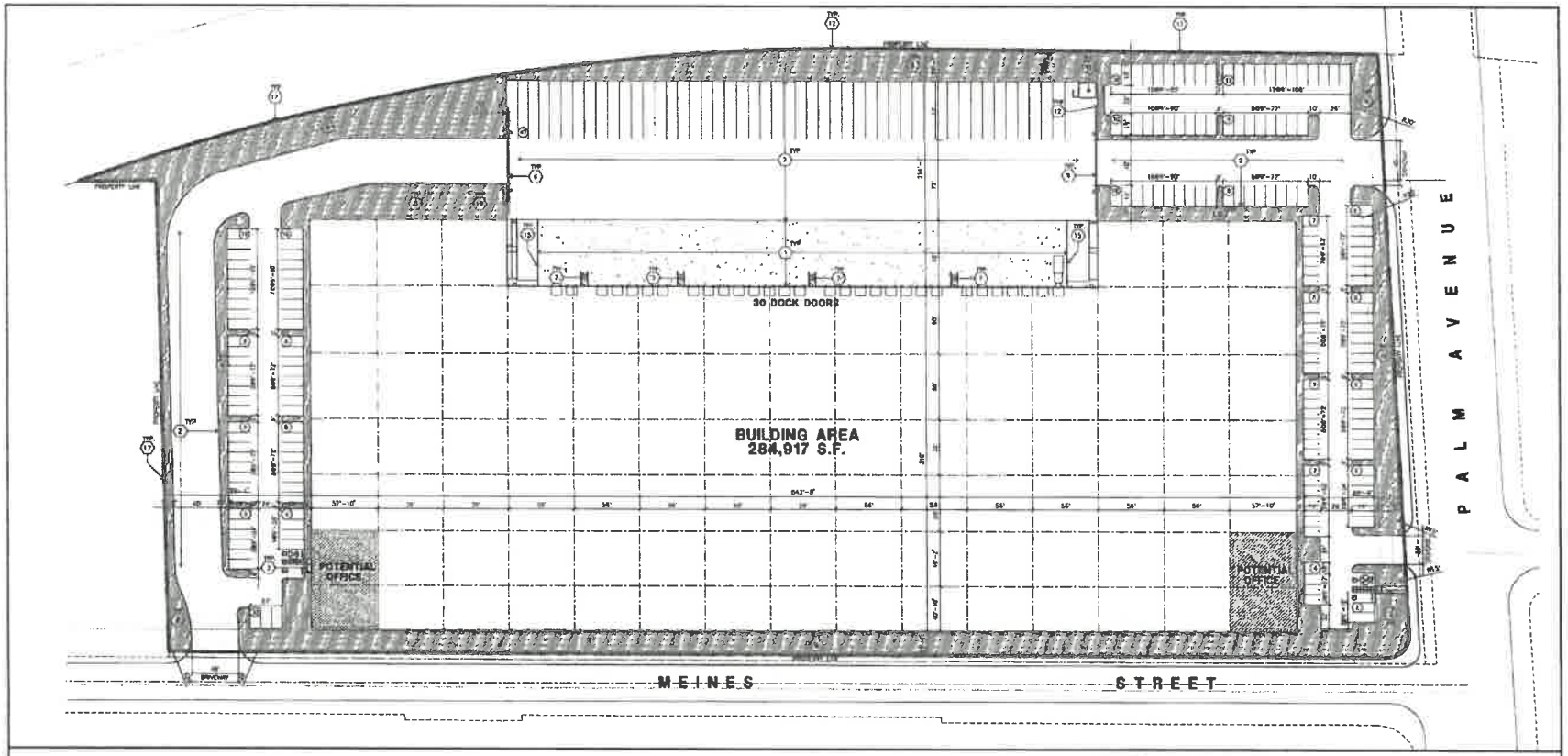
- Tentative Parcel Map No. 20680 to combine 14 parcels into one parcel.

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









SITE AREA		**SITE COVERAGE**		**TRAILER PARKING PROVIDED**			
In s.f.	555,855 sf	Maximum Allowed	60%	Trailer (10' x 53')	47 stalls		
In acres	12.8 ac	Actual	51.3%	**ZONING ORDINANCE**			
BUILDING AREA		**AUTO PARKING REQUIRED**		Zoning - Industrial (I)			
Office	5,000 sf	Office: 1/250 s.f.	32 stalls	**MAXIMUM BUILDING HEIGHT ALLOWED**			
Mezzanine	3,000 sf	Whse: 1/1,100 s.f	277 stalls	Height - 50'			
Warehouse	276,917 sf	TOTAL	309 stalls	**LANDSCAPE REQUIREMENT**			
TOTAL	284,917 sf	**AUTO PARKING PROVIDED**		Percentage - 10% of total parking area			
SITE COVERAGE		Standard (9' x 19')	159 stalls	**LANDSCAPE PROVIDED**			
Maximum Allowed	60%	Compact (9' x 14')	34 stalls	In s.f.	64,146 sf		
Actual	51.3%	Total Auto	193 stalls	Percentage	23.7%		
				SETBACKS			
				Building	Landscape		
				Front - 20'	Min. - 10'		
				Side - 0', Street side - 20'			
				Rear - 0'			

Source: HPA Architecture. (2023). Conceptual Site Plan

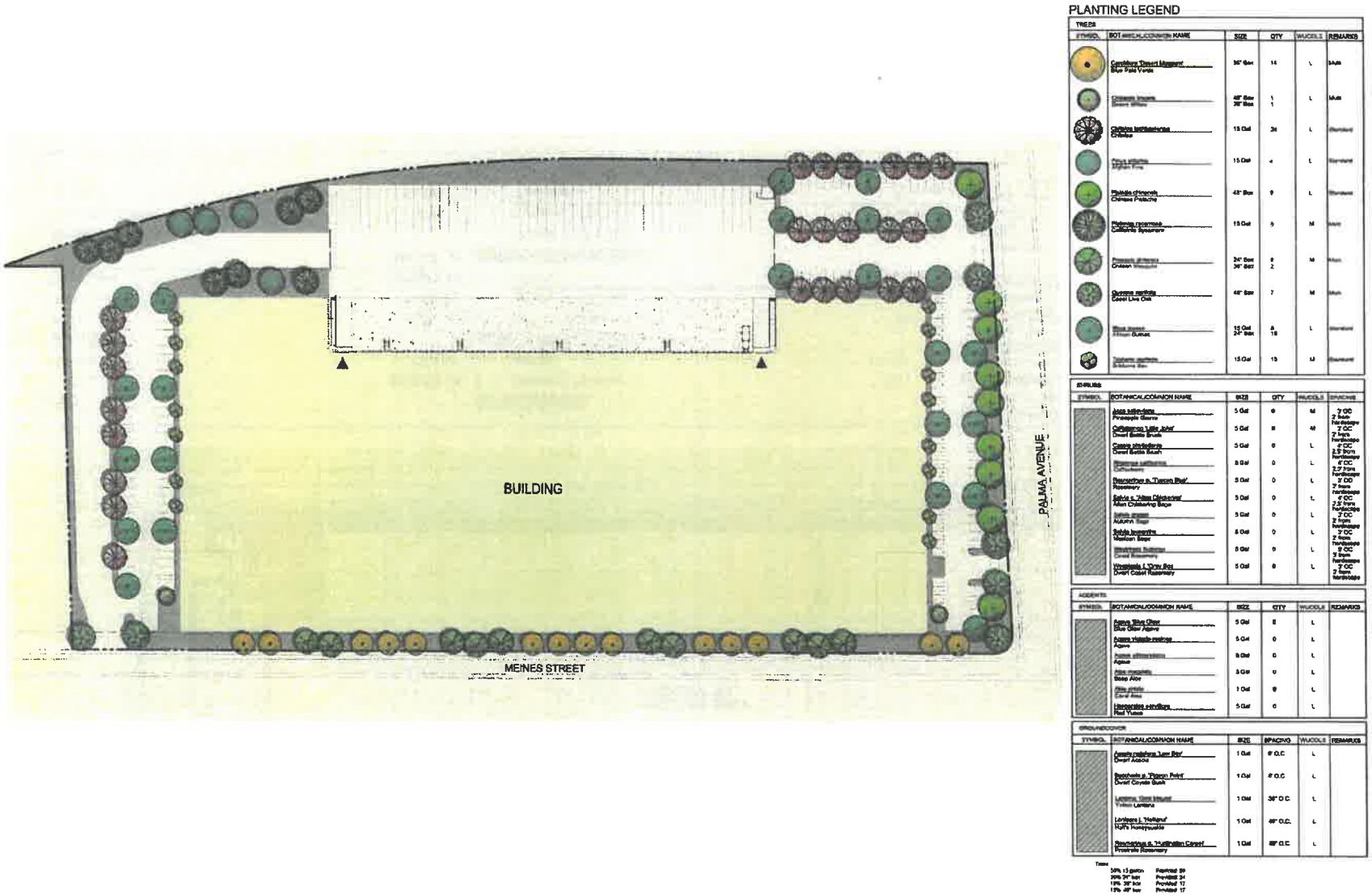
Exhibit 4: Conceptual Site Plan

City of Highland

Meines Street and Palm Avenue Warehouse Project

Not to Scale

Kimley»Horn

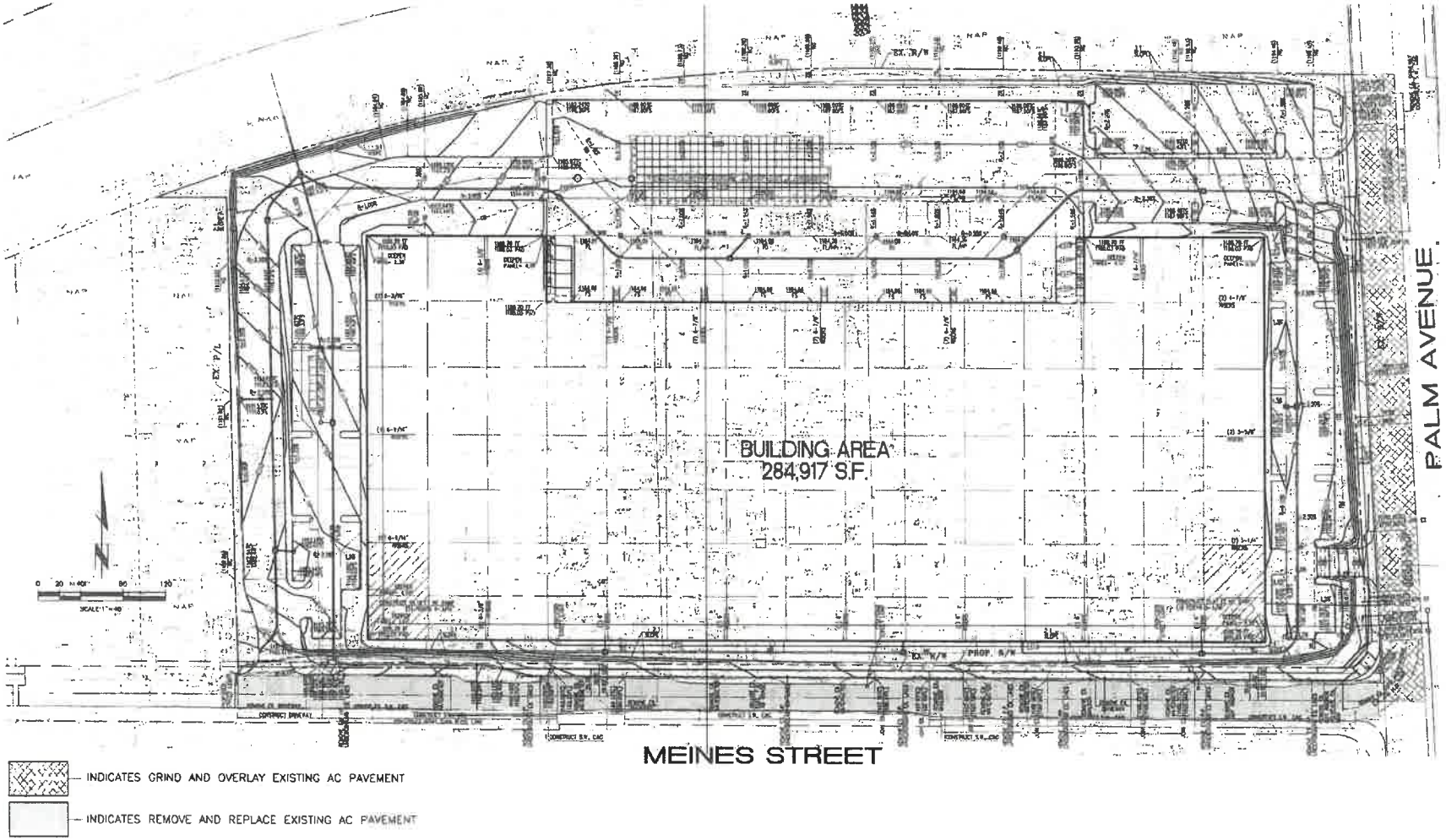


Source: Hunter Landscape. (2023). Conceptual Landscape Plan

Exhibit 5: Conceptual Landscape Plan
City of Highland
Meines Street and Palm Avenue Warehouse Project

Not to Scale

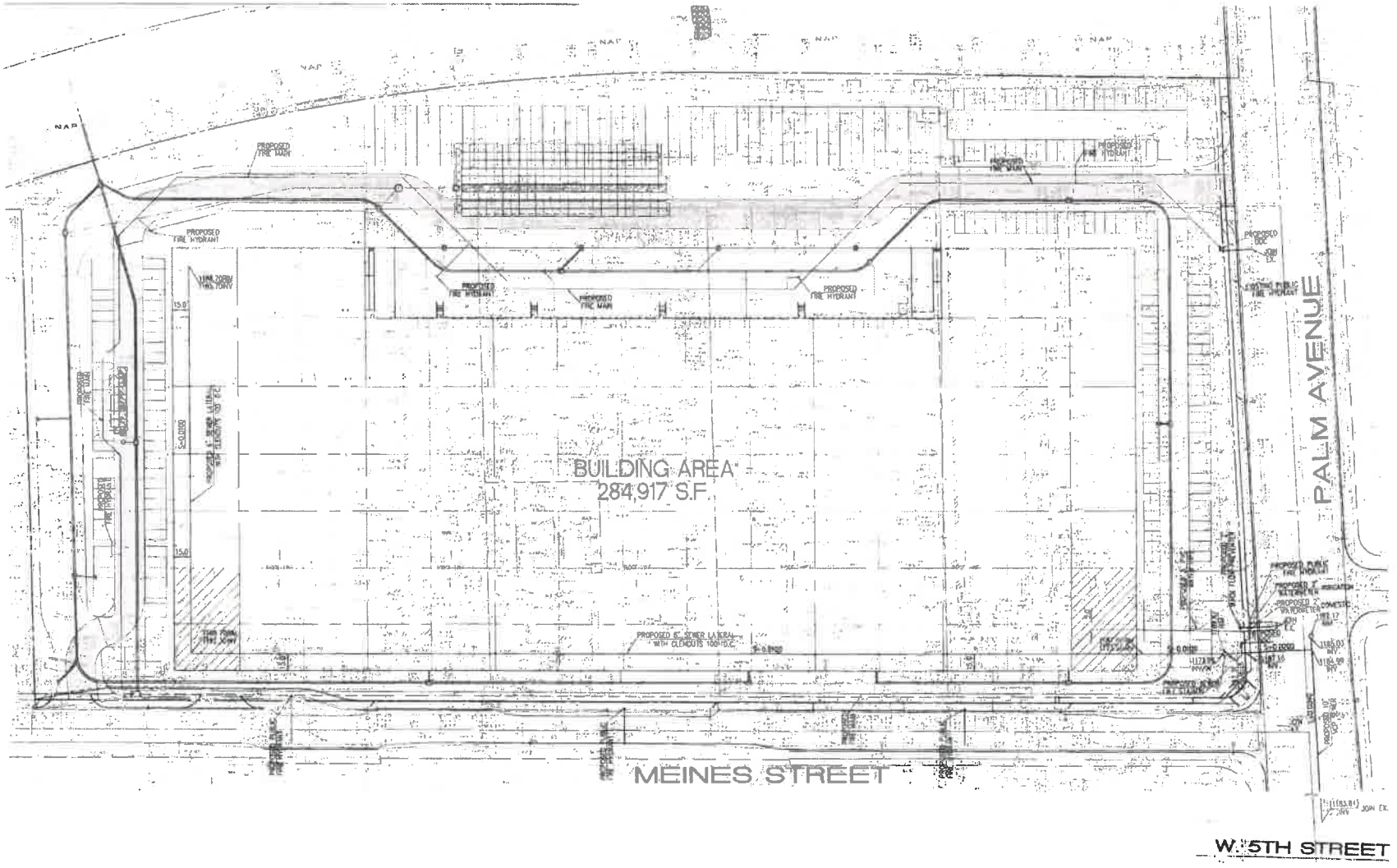
Kimley»Horn



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

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

Kimley»Horn



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

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

Not to Scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   Meines Street and Palm Avenue Warehouse Project

2. **Lead agency name and address:**

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

3. **Contact person and phone number:**

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

4. **Project location:**

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

5. **Project sponsor's name and address:**

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

6. **General plan designation:**

   Industrial

7. **Zoning:**

   Industrial (I)

8. **Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)**

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

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

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

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

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

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

West: Vacant/Undeveloped land; Industrial Uses

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

None

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

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

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

3.1 Environmental Factors Potentially Affected

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

- ☐ Aesthetics
- ☐ Air Quality
- ☐ Agricultural and Forestry Resources
- ☐ 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:

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

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Signature _____ Date _____

4.0 ENVIRONMENTAL ANALYSIS

4.1 AESTHETICS

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

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

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

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

Since the Project would be designed consistently with the Highland MC development standards for Industrial zoning districts, the Project would not significantly obstruct views of scenic vistas from surrounding views. Therefore, a less than significant impact would occur, and no mitigation is necessary.

Mitigation Measures: No mitigation is required.

b) *Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?*

Less than Significant Impact. The California Department of Transportation (Caltrans) manages the State Scenic Highway Program. According to Caltrans' State Scenic Highway System Map, there are no officially designated scenic highways in the City. However, a portion of State Route (SR) 330, near Highland Avenue and at the northern border of the City, is currently considered eligible as a scenic highway. [2] This portion of SR 330 however is located approximately 2.15 miles northeast of the Project site, and therefore construction and operation of the Project would not damage scenic resources near SR 330. There are also no historically significant buildings, trees, and/or rock outcroppings on the site that could be affected by the proposed development.

According to the Highland GP Circulation Element, Palm Avenue is designated by the City as a scenic route. Highland GP Circulation Highland GP Policies 3.3.2 through 3.3.3 calls for the preservation special visual resource areas along appropriate routes, which includes Palm Avenue. Accordingly, the Project would comply with Highland GP Policies 3.3.2 through 3.3.3 by adhering to all applicable design guidelines and providing landscaping along Palm Avenue which would improve the visual quality of that area. Therefore, no adverse impacts on scenic resources, including resources within a State scenic highway, would result from the Project's implementation. A less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. The existing Project site would change from non-conforming single-family residences with accessary structures, and industrial operations to one 284,917 square foot warehouse, and associated infrastructure. The Project would be located in an urbanized area and consistent with the current industrial land use and zoning designations. Since the Project's vicinity is urbanized, and the Project is compatible with the existing and surrounding industrial and business park land uses, the Project is not anticipated to damage the scenic quality. Lastly, as discussed in Threshold b) above, the Project would implement design standards and landscaping

[2] Caltrans. (2019). California State Scenic Highway Program System Map. Retrieved from: https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed October 13, 2022).

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

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

Cumulative Impacts

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

4.2 AGRICULTURE AND FORESTRY RESOURCES

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

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

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code

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

d) *Result in the loss of forest land or conversion of forest land to non-forest use?*

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

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

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

Mitigation Measures: No mitigation is required.

Cumulative Impacts

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

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

4.3 AIR QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

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

Climate and Meteorology

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

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

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

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

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

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

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

Air Pollutants of Concern

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

Primary air pollutants are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxide (NO_X), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead are primary air pollutants. Of these, CO, NO_X, SO_2, PM_{10}, and $PM_{2.5}$ are primary criteria pollutants. ROG and NOX are criteria pollutant precursors and form secondary criteria pollutants through chemical and photochemical reactions in the atmosphere. For example, the criteria pollutant ozone (O_3) is formed by a chemical reaction between ROG and NO_X in the presence of sunlight. O_3 and nitrogen dioxide (NO_2) are the principal secondary pollutants. Sources and health effects commonly associated with criteria pollutants are summarized in Error! Reference source not found..

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Pollutant	Major Man-Made Sources	Human Health Effects
Particulate Matter (PM_{10} and $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; asthma; chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility.
Ozone (O_3)	Formed by a chemical reaction between reactive organic gases/volatile organic compounds (ROG or VOC)[1] and nitrogen oxides (NO_x) in the presence of sunlight. Motor vehicle exhaust industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing, and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield.
Sulfur Dioxide (SO_2)	A colorless gas formed when fuel containing sulfur is burned and when gasoline is extracted from oil. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel. Damages crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, affecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Sources include motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to O_3. Contributes to global warming and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Lead (Pb)	Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been motor vehicles (such as cars and trucks) and industrial sources. Due to the phase out of leaded gasoline, metals processing is the major source of lead emissions to the air today. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers.	Exposure to lead occurs mainly through inhalation of air and ingestion of lead in food, water, soil, or dust. It accumulates in the blood, bones, and soft tissues and can adversely affect the kidneys, liver, nervous system, and other organs. Excessive exposure to lead may cause neurological impairments such as seizures, mental retardation, and behavioral disorders. Even at low doses, lead exposure is associated with damage to the nervous systems of fetuses and young children, resulting in learning deficits and lowered IQ.

Notes:
[1] Volatile Organic Compounds (VOCs or Reactive Organic Gases [ROG]) are hydrocarbons/organic gases that are formed solely of hydrogen and carbon. There are several subsets of organic gases including ROGs and VOCs. Both ROGs and VOCs are emitted from the incomplete combustion of hydrocarbons or other carbon-based fuels. The major sources of hydrocarbons are combustion engine exhaust, oil refineries, and oil-fueled power plants; other common sources are petroleum fuels, solvents, dry cleaning solutions, and paint (via evaporation).

Source: Kimley-Horn. (2023). *Air Quality Assessment*. page 7 – Table 1.

Toxic Air Contaminants

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

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

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

Ambient Air Quality

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

Pollutants of concern in the SCAB include O_3, PM_{10}, and $PM_{2.5}$. The closest air monitoring station to the Project that monitors ambient concentrations of these pollutants is the San Bernardino-4th Street Monitoring Station (located approximately 3.5 miles to the west of the Project site). Local air quality data from 2019 to 2021 are provided in Error! Reference source not found., which lists the monitored maximum concentrations and number of exceedances of state or federal air quality standards for each year.

Error! Reference source not found.

Criteria Pollutant	2019	2020	2021
Ozone (O_3) [1]			
1-hour Maximum Concentration (ppm)	0.127	0.162	0.142
8-hour Maximum Concentration (ppm)	0.114	0.128	0.112
Number of Days Standard Exceeded			
CAAQS 1-hour (>0.09 ppm)	63	89	66
NAAQS 8-hour (>0.070 ppm)	96	130	98
Carbon Monoxide (CO) [1]			
1-hour Maximum Concentration (ppm)	3.818	1.934	4.331
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
CAAQS 1-hour (>20 ppm)	0	0	0
Nitrogen Dioxide (NO_2) [1]			
1-hour Maximum Concentration (ppm)	0.059	0.054	0.056
Number of Days Standard Exceeded			

Criteria Pollutant	2019	2020	2021
NAAQS 1-hour (>0.100 ppm)	0	0	0
CAAQS 1-hour (>0.18 ppm)	0	0	0
Particulate Matter Less Than 10 Microns (PM_{10}) [1]			
National 24-hour Maximum Concentration	112.7	174.8	182.4
State 24-hour Maximum Concentration	92.2	100.8	71.2
State Annual Average Concentration (CAAQS=20 $\mu g/m^3$)	—	—	—
Number of Days Standard Exceeded			
NAAQS 24-hour (>150 $\mu g/m^3$)	0	1	1
CAAQS 24-hour (>50 $\mu g/m^3$)	4	8	4
Particulate Matter Less Than 2.5 Microns ($PM_{2.5}$) [1]			
National 24-hour Maximum Concentration	60.5	56.6	57.9
State 24-hour Maximum Concentration	60.5	56.6	57.9
Number of Days Standard Exceeded			
NAAQS 24-hour (>35 $\mu g/m^3$)	1	2	1

Notes:
NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; µg/m3 = micrograms per cubic meter; – = not measured
1 Measurements taken at the San Bernardino-4th Street Monitoring Station at 24302 4th Street., San Bernardino, CA 92410. (CARB# 36203)
Source: Ibid. Page 9 – Table 2.

Sensitive Receptors

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

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Receptor Description	Distance and Direction from the Project
Single-Family Residences	97 feet to the south
Single-Family Residences	240 feet to the north
Single-Family Residences	290 feet to the northeast
Single-Family Residences	310 feet to the southwest
Highland Community Park	370 feet to the northwest
Single-Family Residences	818 feet to the west
Cypress Elementary School	1,960 feet to the northwest

Source: Ibid. page 10 – Table 3.

Air Quality Thresholds

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

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

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

SCAQMD Thresholds

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

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Criteria Air Pollutants and Precursors	Pounds per Day	
	Construction-Related	Operational-Related
Reactive Organic Gases (ROG)	75	55
Carbon Monoxide (CO)	550	550
Nitrogen Oxides (NO_X)	100	55
Sulfur Oxides (SO_X)	150	150
Coarse Particulates (PM_{10})	150	150
Fine Particulates ($PM_{2.5}$)	55	55
Source: Ibid. page 19 – Table 6		

Localized Carbon Monoxide

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

Localized Significance Thresholds (LSTs)

In addition to the CO hotspot analysis, the SCAQMD developed LSTs for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites (off-site mobile source emissions are not included in the LST analysis). LSTs represent the maximum emissions that can be generated at a project without expecting to cause or substantially contribute to an exceedance of the most stringent state or federal ambient air quality standards. LSTs are based on the ambient concentrations of that pollutant within the Project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. LST analysis for construction is applicable for all projects that disturb 5 acres or less on a single day. The City of Highland is located within SCAQMD SRA 34. Error! Reference source not found., shows the LSTs for a 1-acre, 2-acre, and 5-acre project in SRA 34 within 25 meters of the Project. The nearest sensitive receptor is a residential property located at approximately 30 meters to the south. Therefore,

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

Table 6: Local Significance Thresholds for Construction/Operations

Project Size	Pounds per Day			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulates (PM_{10})	Fine Particulates ($PM_{2.5}$)
1 Acre	118/118	667/667	4/1	3/1
2 Acres	170/170	972/972	7/2	4/1
5 Acres	270/270	1,746/1,746	14/4	8/2
Source: Ibid. page 19 – Table 7				

Methodology

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact.

Construction Emissions

Construction associated with the Project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area include O_3-precursor pollutants (i.e., ROG and NO_X) and PM_{10} and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

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

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

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

Table 7: Construction-Related Emissions

Construction Year	Pollutant (Maximum Pounds per Day)					
	Reactive Organic Gases (ROG)	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Sulfur Dioxide (SO_2)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
2023	4.04	40.4	36.7	0.10	16.0	5.65
2024	25.3	13.6	24.1	0.03	2.47	0.95
SCAQMD Threshold	*75*	*100*	*550*	*150*	*55*	*150*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Notes:
SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces two times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. Reductions percentages from the SCAQMD CEQA Handbook (Tables XI-A through XI-E) were applied.

Source: Ibid. page 24 – Table 8

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

Fugitive dust emissions may have a temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby. SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions. While impacts would be considered less than significant, the Project would be subject to SCAQMD Rules for reducing fugitive dust. Therefore, the Project's construction-related activities would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Operational Emissions

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

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

- **Area Source Emissions.** Area source emissions would be generated due to on-site equipment, architectural coating, and landscaping that were previously not present on the site.
- **Energy Source Emissions.** Energy source emissions would be generated due to electricity and natural gas usage associated with the Project. Primary uses of electricity and natural gas by the Project would be for miscellaneous warehouse equipment, space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.
- **Mobile Source.** Mobile sources are emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. For example, ROG, NO_X, PM_{10}, and $PM_{2.5}$ are all pollutants of regional concern. NO_X and ROG react with sunlight to form O_3, known as photochemical smog. Additionally, wind currents readily transport PM_{10} and $PM_{2.5}$. However, CO tends to be a localized pollutant, dispersing rapidly at the source.
- Project-generated vehicle emissions are based on the trip generation within the Project's Traffic Study (**Appendix J**) and incorporated into CalEEMod as recommended by the SCAQMD. Per the Project's Traffic Study, the Project would generate a total of 487 daily trips.
- **Off-Road Equipment Emissions.** Because the Project is a speculative warehouse development and the final end user is not known, to be conservative it was assumed that the Project would operate six forklifts and one yard truck for twelve hours per day.

Table 8: Operational Emissions

Source	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Existing Emissions						
Area Source Emissions	1.40	0.07	5.01	0.01	0.65	0.63
Energy Emissions	0.00	0.03	0.02	0.00	0.00	0.00
Mobile Emissions	0.09	0.09	0.78	0.00	0.06	0.01
Existing Total Emissions	**1.49**	**0.19**	**5.81**	**0.01**	**0.71**	**0.64**
Proposed Project Emissions						
Area Source Emissions	6.49	0.00	0.00	0.00	0.00	0.00
Energy Emissions	0.08	1.47	1.24	0.01	0.11	0.11
Mobile Emissions	1.54	15.2	20.4	0.14	3.23	0.85
Off-Road Emissions - Forklift	0.76	7.21	9.47	0.01	0.41	0.38
Off-Road Emissions – Yard Truck	0.40	3.54	3.95	0.01	0.17	0.15
Project Total Emissions	**9.27**	**27.42**	**35.06**	**0.17**	**3.92**	**1.49**
Net Emissions (Project Minus Existing)	**7.78**	**27.23**	**29.25**	**0.16**	**3.21**	**0.85**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source	Maximum Pounds Per Day					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
Source: Ibid. page 25 – Table 9						

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

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

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

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

Laws, Ordinances, and Regulations:

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

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

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

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

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

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

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

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

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

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

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact.

Localized Construction Significance Analysis

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

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 9, Equipment-Specific Grading Rates**, is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate SRA for the localized significance thresholds is the Central San Bernardino Valley (SRA 34) since this area includes the Project. LSTs apply to CO, NO_2, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5

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

Table 9: Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading	Tractors	2	1	8	1
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	2	2	8	2
Total Acres Graded per Day					4

Source: Ibid. page 29 – Table 10.

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

Table 10: Localized Significance of Construction Emissions

Construction Activity	Pollutant (Maximum Pounds per Day)[1]			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter(PM_{10})	Fine Particulate Matter($PM_{2.5}$)
Demolition (2023)	27.3	23.5	13.1	2.91
Site Preparation (2023)	39.7	35.5	9.48	5.60
Grading (2023)	37.3	31.4	5.18	2.90
Building Construction (2023)	11.8	13.2	0.55	0.51
Building Construction (2024)	11.2	13.1	0.54	0.46
Paving (2024)	7.81	10.00	0.39	0.36
Architectural Coating (2024)	0.91	1.15	0.03	0.03
Maximum Emissions	*39.7*	*35.5*	*13.1*	*5.60*
SCAQMD Localized Screening Threshold (adjusted for 4 acres at 30 meters)	*243*	*1,607*	*17*	*7*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**

Source: Ibid. page 30 – Table 11.

Localized Operational Significance Analysis

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

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

Table 11: Localized Significance of Operational Emissions

Activity	Pollutant (Maximum Pounds per Day)			
	Nitrogen Oxide (NO_x)	Carbon Monoxide (CO)	Coarse Particulate Matter (PM_{10})	Fine Particulate Matter ($PM_{2.5}$)
On-Site and Mobile Source Emissions[1]	13.74	16.70	1.01	0.73
SCAQMD Localized Screening Threshold (5 acres at 30 meters)	*276*	*1,876*	*5*	*2*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
1. Conservatively assumes 10 percent of mobile emissions are on-site. Source: Ibid. page 31 – Table 12.				

Criteria Pollutant Health Impacts

On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (*Sierra Club v. County of Fresno* [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783). The SCAQMD has set its CEQA significance thresholds based on the FCAA, which defines a major stationary source (in extreme ozone nonattainment areas such as the SCAB) as emitting 10 tons per year. The thresholds correlate with the trigger levels for the federal New Source Review (NSR) Program and SCAQMD Rule 1303 for new or modified sources. The NSR Program[4] was created by the FCAA to ensure that stationary sources of air pollution are constructed or modified in a manner that is consistent with attainment of health-based NAAQS.

[4] Ibid. page 31.

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

According the SCAQMD's 2022 AQMP, ozone, NO_X, and ROG have been decreasing in the SCAB since 1975 and are projected to continue to decrease in the future. Although vehicle miles traveled in the SCAB continue to increase, NO_X and ROG levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also decreased due to the use of cleaner fuels and renewable energy. The 2022 AQMP demonstrates how the SCAQMD's control strategy to meet the 8-hour O_3 standard in 2037. In addition, since NO_X emissions also lead to the formation of $PM_{2.5}$, the NO_X reductions needed to meet the O_3 standards will likewise lead to improvement of $PM_{2.5}$ levels and attainment of $PM_{2.5}$ standards. The SCAQMD's air quality modeling demonstrates that NO_X reductions prove to be much more effective in reducing ozone levels and will also lead to significant improvement in $PM_{2.5}$ concentrations. NO_X-emitting stationary sources regulated by the SCAQMD include Regional Clean Air Incentives Market (RECLAIM) facilities (e.g., refineries, power plants, etc.), natural gas combustion equipment (e.g., boilers, heaters, engines, burners, flares) and other combustion sources that burn wood or propane. The 2016 AQMP identifies robust NO_X reductions from new regulations on RECLAIM facilities, non-refinery flares, commercial cooking, and residential and commercial appliances. Such combustion sources are already heavily regulated with the lowest NO_X emissions levels achievable but there are opportunities to require and accelerate replacement with cleaner zero-emission alternatives, such as residential and commercial furnaces, pool heaters, and backup power equipment. The AQMD plans to achieve such replacements through a combination of regulations and incentives. Technology-forcing regulations can drive development and commercialization of clean technologies, with future year requirements for new or existing equipment. Incentives can then accelerate deployment and enhance public acceptability of new technologies.

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

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

Carbon Monoxide Hotspots

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

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

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact.

Construction

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

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

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

Operations

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

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative Short-Term Emissions

The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for the CAAQS and nonattainment for O_3 and $PM_{2.5}$ for the NAAQS. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance should result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in **Table 7** above, Project construction-related emissions by themselves would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

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

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

Cumulative Long-Term Impacts

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

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

4.4 BIOLOGICAL RESOURCES

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

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

Methodology

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

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

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

Literature Review

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

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

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

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

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

Field Investigation

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

Plant Communities

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

Results

Plants

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

Vegetation

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

Disturbed

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

Developed

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

Wildlife

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

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

[6] Ibid. p. 3

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

Fish

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

Amphibians

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

Reptiles

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

Birds/Nesting Birds

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

Mammals

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

Migratory Corridors and Linkages

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

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

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

Special-Status Biological Resources

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

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

Special-Status Plants

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

Special-Status Wildlife

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

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

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

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

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

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

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

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

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

[7] Ibid. pp. 7 – 8
[8] Ibid. p. 8

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

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

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

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

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

[9] Ibid. p. 8

Special-Status Plant Communities

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

Critical Habitats

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

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

Jurisdictional Features

Drainage Features

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

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

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

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

Wetland Features

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

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

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

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

Mitigation Measures:

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

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

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

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

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

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

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

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

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

Mitigation Measures: No mitigation is required.

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

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

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

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

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

Mitigation Measures:

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

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

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

Mitigation Measures: No mitigation is required.

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

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

Mitigation Measures: No mitigation is required.

Cumulative Impacts

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

4.5 CULTURAL RESOURCES

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

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

Methodology[10]

Records Search

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

Field Survey

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

Results[11]

Records Search

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

[10] BCR Consulting LLC. (2021). *Cultural Resources Assessment*. p. 8. Refer to **Appendix C**
[11] Ibid. pp. 9 - 10

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

Additional Research

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

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

Field Survey

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

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

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

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

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

Significance Evaluations[12]

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

[12] Ibid. pp. 11 - 12

Significance Criteria

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

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

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

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

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

Less than Significant Impact

Refer to the following information:

CRHR Evaluations

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

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

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

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

Mitigation Measures:

MM CUL-1 Historical and Archaeological Resources

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

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

b) Preservation in place shall be the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavation to remove the resource along the subsequent laboratory processing and analysis. All Tribal Cultural Resources shall be returned to the Tribe. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

c) Archaeological and Native American monitoring and excavation during construction projects shall be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel shall meet the Secretary of the Interior standards for archaeology and have a minimum of 10 years' experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

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

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

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

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

Standard Conditions of Approval:

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

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

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

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

Mitigation Measures: No mitigation is required.

Cumulative Impacts

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

4.6 ENERGY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6. ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

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

Energy Consumption

Electrical Service

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

Natural Gas Services

Southern California Gas Company (SoCalGas) provides natural gas services to the City of Highland (City) and San Bernardino County (County). Natural gas is a hydrocarbon fuel found in reservoirs beneath the Earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in coming years because it is a relatively clean alternative to other fossil fuels (e.g., oil and coal). In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied

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

Energy Usage

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

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

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

Year	Electricity Consumption (in millions of kilowatt hours)
2011	13,730
2012	14.348
2013	14,374
2014	14,731
2015	14,731
2016	14,946
2017	15,282
2018	15,376
2019	15,316
2020	15,969
2021	16,181
Source: Kimley-Horn and Associates. (2023). *Energy Assessment.* page 5 – Table 1	

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

[13] Ibid. page 5.
[14] Ibid. page 5.
[15] Ibid. page 5.
[16] Ibid. page 5.

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

Year	Natural Gas Consumption (in millions of therms)
2011	504
2012	489
2013	511
2014	469
2015	485
2016	494
2017	493
2018	500
2019	547
2020	527
2021	561
Source: Ibid. page 6 -Table 2	

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

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

Year	On-Road Automotive Fuel Consumption (gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (gallons)
2012	823,998,577	221,468,396
2013	824,054,602	231,100,540
2014	834,846,492	233,757,358
2015	863,626,512	236,687,334
2016	888,752,451	251,535,041
2017	896,771,954	263,723,118
2018	897,385,756	259,783,109
2019	898,685,412	261,139,639
2020	767,569,916	265,477,739
2021	874,282,902	272,787,528
2022	873,015,917	276,240,473
Source: Ibid. page 6 -Table 3		

Regulations and Significance Criteria

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

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

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

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

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

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

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

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

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

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

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

b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

Less than Significant Impact.

Construction

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

Table 15: Energy Use During Construction

Project Source	Total Construction Energy	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Water Use[1]	0.0026	161,181	0.00002%
Diesel Use		**Gallons**	
On-Road Construction Trips[2]	37,606	279,150,963	0.0135%
Off-Road Construction Equipment[3]	91,335		0.0327%
Construction Diesel Total	128,941		0.0462%
Gasoline		**Gallons**	
On-Road Construction Trips	43,737	865,975,498	0.0051%

Notes:
1. Construction water use based on acres disturbed per day per construction sequencing and estimated water use per acre.
2. On-road mobile fuel source based on vehicle miles traveled (VMT) from CalEEMod and fleet-average fuel consumption in gallons per mile from EMFAC2021 in San Bernardino for 2023.
3. Construction fuel use was calculated based on CalEEEMod emissions outputs and conversion ratios from the Climate Registry.

Source: ibid. page 12 – Table 4.

Electricity

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

[17] Ibid. Page 8

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

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

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

Petroleum Fuel

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

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

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

Construction Energy Use Analysis

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

[18] Ibid. page 13.

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

SCE's total energy sales are projected to be 94,230 GWh of electricity in 2023 (the first year of Project construction).[19] The Project's construction-related net annual electricity consumption of 0.0026 GWh would represent less than one percent of SCE's projected sales. Therefore, it is anticipated that SCE's existing and planned electricity capacity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand. Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude soil production would be sufficient to meet demand until 2050.[20] As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's temporary construction demand.

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

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

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

[19] Ibid. page 13

[20] Ibid. page 14

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

As described above, the Project's fuel consumption and energy usage from the entire construction period would increase fuel use in the County by less than one percent. It should be noted that the State CEQA Guideline Appendix G and Appendix F criteria require the Project's effects on local and regional energy supplies and on the requirements for additional capacity to be addressed. A less than one percent increase in temporary demand is not anticipated to trigger the need for additional capacity. Project construction would have a nominal effect on the local and regional energy supplies. Additionally, use of construction fuel would be temporary and would cease once the Project is fully developed. As such, Project construction would have a nominal effect on the local and regional energy supplies.

As stated above, there are no unusual characteristics that necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or state. It is expected that construction fuel use associated with the Project would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Therefore, potential impacts are considered less than significant.

Operations

The energy consumption associated with Project operations would occur from building energy (electricity and natural gas) use, water use, and transportation-related fuel use. Annual energy use during Project operations is shown in **Table 16, Project Annual Energy Use During Operations**. It is noted that the Project's unmitigated energy consumption estimates are provided in Table 16 to provide a conservative impact analysis.

Table 16: Project Annual Energy Use During Operations

Source	Annual Operational Energy[3]	San Bernardino County Annual Energy	Percentage Increase Countywide
Electricity Use		**GWh**	
Total Electricity (Electricity Demand + Water Conveyance)	1.63	16,181	0.0101%
Natural Gas Use		**Therms**	
Area[1]	54,839	561,360,617	0.0098%
Diesel Use		**Gallons**	
Mobile[2]	193,574	280,907,070	0.0079%
Gasoline Use		**Gallons**	

Mobile[2]	64,978	853,915,250	0.0689%

Notes:
1. The electricity, natural gas, and water usage are based on Project-specific estimates and CalEEMod defaults.
2. Calculated based on the mobile source fuel based on vehicle miles traveled (VMT) and fleet-average fuel consumption (in gallons per mile) from EMFAC2021 for operational year 2024.
3. Annual Operational Energy represents the mitigated operational from CalEEMod.

Source: Ibid. page 15 – Table 5

Petroleum Fuel

The gasoline and diesel fuel associated with on-road vehicular trips is calculated based on total VMT calculated for the analyses within the Project's Air Quality Assessment and average fuel efficiency from the EMFAC model. The EMFAC fuel efficiency data incorporates the Pavley Clean Car Standards and the Advanced Clean Cars Program.[21] As summarized in **Table 16**, the total gasoline and diesel fuel associated with on-road trips would be approximately 64,978 gallons per year and 193,574 gallons per year, respectively.

Electricity

The electricity use during the Project is based on CalEEMod defaults. The Project would use approximately 1.63 GWh of electricity per year (see **Table 16**). While the electricity associated with operational water use is estimated based on the annual water use and the energy intensity factor is the CalEEMod default energy intensity per gallon of water for San Bernardino County. Project area water use is based on the CalEEMod default rates. The Project would use approximately 66 million gallons annually of water annually which would require approximately 0.451 GWh per year for conveyance and treatment, which is 27.67 percent of the total electricity demand. Unmitigated Project electricity consumption would only increase countywide electricity use by 0.0101 percent; see **Table 16**.

Natural Gas

The methodology used to calculate the natural gas use associated with the Project is based on CalEEMod default rates. As shown in Table 16, unmitigated natural gas consumption from the Project would represent only 0.0098 percent increase over Countywide natural gas usage.

Operational Energy Use Analysis

Californians used 280,738.4 GWh of electricity in 2021, of which San Bernardino County used 16,180.8 GWh.[22] The Project's unmitigated operational electricity use would represent a nominal portion of electricity used in the State and Riverside County. Regarding natural gas, Californians used 11.9 billion therms of natural gas and 561.4 million terms of natural gas in San Bernardino County in 2021. The Project's unmitigated operational natural gas use would contribute to only 0.0005 percent of natural gas use in the State and 0.0098 percent in the County.

San Bernardino County's annual gasoline fuel use in 2024 is anticipated to be 853,915,250 gallons and diesel fuel is anticipated to be 280,907,070 gallons. Expected Project operational gasoline and

[21] Ibid. page 15.
[22] Ibid. page 16.

diesel consumption would represent approximately 0.0076 percent of gasoline use and 0.0689 of diesel use in the County.

Transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, the global supply of crude oil, other liquid hydrocarbons, and biofuels is expected to be adequate to meet the world's demand for liquid fuels through 2050.[23]

The Project's unmitigated energy consumption represents less than one percent of energy consumption within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. The Project would comply with applicable energy standards and new capacity would not be required. Impacts would be less than significant.

Compliance with Energy Efficient Measures

As discussed above, California's Energy Efficiency Standards for Residential and Non-Residential Buildings create uniform building codes to reduce California's energy use and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use. 2022 Title 24 standards for new residential and nonresidential buildings will focus on encouraging electric heat pump technology and use, promote electric-ready buildings to get owners to use cleaner electric heating, cooking, and vehicle charging, expanding solar photovoltaic systems and battery storage systems to reduce reliance on fossil fuel power plants.

Regarding water energy conservation, the Project would incorporate drought-tolerant landscaping throughout portions of the site. Water-efficient irrigation controls would also be used in landscaped areas. Comprehensive water conservation strategies would be developed to each respective land use as part of the Project plan development. Buildings would incorporate water-efficient fixtures and appliances, to comply with Title 24.

It should also be noted that SCE is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase total procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030. SB 100 revised the goal of the program to achieve the 50 percent renewable resources target by December 31, 2026, and to achieve a 60 percent target by December 31, 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat.

As discussed above, California's Energy Efficiency Standards create uniform building codes to reduce California's energy use and provide energy efficient standards for residential and non-

[23] Ibid. page 16.

residential buildings. These standards are incorporated within the California Building Code and are expected to substantially reduce the growth in electricity and natural gas use.

The Project's energy consumption would exceed less than one percent of the corresponding energy sources within the County. Project operations would not substantially affect existing energy or fuel supplies or resources. All Project buildings will comply with energy and fuel efficiency laws and regulations; thus, the Project would not be wasteful or inefficient. Therefore, the project would result in a less than significant impact in this regard.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Potential cumulative impacts to energy would result if the proposed Project, in combination with past, present, and future projects, would result in the wasteful or inefficient use of energy. This could result from development that would not incorporate sufficient building energy efficiency features, would not achieve building energy efficiency standards, or would result in the unnecessary use of energy during construction and/or operation.

The cumulative projects within the areas serviced by the energy service providers would be applicable to this analysis. Projects that include development of large buildings or other structures that would have the potential to consume energy in an inefficient manner would have the potential to contribute to a cumulative impact.

Construction and operations associated with implementation of the Project would result in the use of energy, but not in an inefficient or wasteful manner. The use of energy would not be substantial in comparison to statewide electricity, natural gas, gasoline, and diesel demand; refer to **Table 15** and **Table 16**. As discussed above, the electricity used for construction would be less than that required during operation of the Project, would be temporary, and would have a minimal contribution to the Project's overall energy consumption. Construction of the Project would not typically involve the consumption of natural gas. The Project's construction electricity consumption would be negligible relative to SCE's generated electricity and electricity supplies would be sufficient to serve the Project's temporary construction electricity demand.

SCE will review the Project's estimated electricity consumption in order to ensure that the estimated power requirement would be part of the total load growth forecast for their service area and accounted for in the planned growth of the power system. It should be noted that SCE and SoCalGas consider planned development for their service areas and are in and of themselves providing for cumulative growth. Therefore, it is likely that cumulative growth associated with the related projects is already accounted for in the planning of future supplies to cover projected demand.

SCE and SoCalGas have policies, programs, and projects in place to provide continued, adequate energy to their users, including the proposed Project. Substantial reductions to the cumulative demand for energy can result from an increased reliance on renewable energy systems (as required by the State's Renewable Portfolio Standards) and the construction of energy-efficient buildings. Cumulative projects would be subject to applicable Title 24 and CALGreen requirements similar to the Project, which includes energy efficiency standards to minimize the wasteful and inefficient use of energy.

Furthermore, transportation fuels (gasoline and diesel) are produced from crude oil, which can be domestic or imported from various regions around the world. Based on current proven reserves, current crude oil production would be sufficient to meet worldwide consumption demand until 2050. As such, it is expected that existing and planned transportation fuel supplies would be sufficient to serve the Project's construction and operational demand. New capacity or supplies of energy resources would not be required. Additionally, the Project would be subject to compliance with all federal, state, and local requirements for energy efficiency. State regulations, including the Low Carbon Fuel Standard, Pavley Clean Car Standards, and Low Emission Vehicle Program, would serve to reduce the transportation fuel demand of cumulative projects.

In consideration of cumulative energy use, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Additionally, as discussed above, the Project would increase overall electricity and natural gas demand but would not require additional facilities other than local connections to, or undergrounding of, existing facilities in the Project vicinity. Therefore, the proposed Project's incremental demand for electricity and natural gas facilities would not be cumulatively considerable. Thus, the Project would not contribute to a cumulative impact to the wasteful or inefficient use of energy. A less than significant cumulative impact would occur.

The Project would also be required to comply with all the same applicable federal, state, and local measures aimed at reducing fossil fuel consumption and the conservation of energy. The anticipated Project impacts, in conjunction with cumulative development in the vicinity, would increase urbanization and result in increased energy use. Potential land use impacts are site-specific and require evaluation on a case-by-case basis. As noted above, the Project would not result in significant impacts to state or local plans for renewable energy or energy efficiency. Therefore, the Project and identified cumulative projects are not anticipated to result in a significant cumulative impact. Therefore, potential impacts are considered less than significant.

4.7 GEOLOGY AND SOILS

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

A Preliminary Geotechnical Evaluation (PGE) was prepared by LGC Geotechnical, Inc. on July 7, 2022; refer to **Appendix E**.

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

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

ii) Strong seismic ground shaking?

Less than Significant Impact. As illustrated in the Highland GP, Figure 6-2: Potential Geologic Hazards, the Project site is not located within an Alquist-Priolo Earthquake Zone.[24] The nearest Alquist-Priolo Fault Zone is located approximately 1.90 miles northeast of the Project site. Therefore, the Project the possibility of the possibility of damage due to ground rupture, as a result of faulting, is considered very low since active faults are not known to cross the site. Similarly, the PGE also concluded that the Project is not located within a State of California Fault Rupture Hazard Zone and no known active or potentially active faults were mapped on the Project site. Nevertheless, the Project site is subject to regional seismicity and therefore, the Project's construction building would be designed in conformance to the seismic design parameter of the 2022 California Building Code (CBC). The 2022 CBC provides design standards for earthquake-resistant structural design that includes, but is not limited to, considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. This would ensure that impacts from strong seismic ground shaking would be minimized. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the loss of strength in generally cohesionless, saturated soils when the pore-water pressure induced in the soil by a seismic event becomes equal to or exceeds the overburden pressure. The primary factors which influence the potential for liquefaction include groundwater table elevation, soil type and grain size characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking.

According to the PGE, the Project site is not located in zone mapped as susceptible liquefaction. The Project site will consist of compacted fill over medium dense to very dense alluvial soils. Due the absence of groundwater in the upper 50 feet and presence of medium dense to very dense sandy soils, the potential for liquefaction is considered very low. Lateral spreading is a type of liquefaction-induced ground failure associated with the lateral displacement of surficial blocks of sediment resulting from liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus the earthquake inertial forces may cause the mass to move down-slope towards a free face (such as a river channel or an embankment). Lateral spreading may cause large horizontal displacements and such movement typically damages

[24] City of Highland. (2012). General Plan, *Public Health and Safety Element*. Available at: https://www.cityofhighland.org/191/General-Plan (accessed October 24, 2022).

pipelines, utilities, bridges, and structures. Due to the very low potential for liquefaction the potential for lateral spreading is considered very low.

Lastly, the PGE concluded that the Geologic Hazard Overlay for the San Bernardino County Land Use Plan also indicated that the Project site is not located in a liquefaction hazard zone. Therefore, no impact associated with ground failure due to liquefaction would occur.

Mitigation Measures: No mitigation is required.

iv) Landslides?

No Impact. Landslides can occur if areas of steep slopes consisting of unstable soils are disturbed by ground shaking and/or heavy rainfall. According to the PGE, research and field observations did not indicate the presence of landslides on the Project site or in the immediate vicinity. Additionally, the Highland GP, Figure 6-3: High Liquefaction and Landslide Susceptibility Areas shows that the Project site is not located in a zone of landslide susceptibility.[25] Furthermore, the surrounding area is relatively flat and developed. Therefore, no impacts associated with landslides would occur.

Mitigation Measures: No mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Construction

Ground disturbance activities and demolition during construction would expose soils to potential short-term erosion in the form of runoff. Consequently, the Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) permitting process. The NPDES permit requires that a project applicant to develop and implement a Stormwater Pollution Prevention Plan (SWPPP) which includes erosion-control and sediment-control Best Management Practices (BMPs) to reduce the amount of soil erosion and loss of topsoil. Erosion-control BMPs. are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Additionally, the Project Applicant has prepared a Preliminary Water Quality Management Plan (PWQMP) which contains additional BMPs to address water quality concerns; refer to **Section 4.10, Hydrology and Water Quality** for more information.

Operations

In addition to the implementation of the BMPs, the Project would implement PGE design recommendations which would require that compacted finished grade soils adjacent to proposed structures be sloped away from the proposed structures and towards an approved drainage device or unobstructed swale. If required, drainage swales, wherever feasible, should not be constructed within 5 feet of buildings. Where lot and building geometry necessitates that drainage swales be routed closer than 5 feet to structural foundations, we recommend the use of area drains together with drainage swales. Drainage swales used in conjunction with area drains should be designed by the project civil engineer so that a properly constructed and maintained system will prevent

[25] Ibid.

ponding within 5 feet of the foundation. Code compliance of grades is not the purview of the geotechnical consultant. Planters with open bottoms adjacent to buildings should be avoided. Planters should not be designed adjacent to buildings unless provisions for drainage, such as catch basins, liners, and/or area drains, are made. Overwatering must be avoided. Implementation of these design recommendations would ensure that Project impacts are less than significant.

Mitigation Measures: No mitigation is required.

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

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

Less than Significant Impact. Refer to response a-iii and a-iv above for a discussion of landslide and liquefaction potential. Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence are those with high slit or clay content. An expansive soil is prone to expansion or shrinkage due directly to variation in water volume.

The PGE concluded the soils exposed at the proposed foundation level are anticipated to have a "Very Low" expansion potential (expansion index 20 or less). Consistent with the PGE's findings, special design considerations are not anticipated but would be verified based on as-graded conditions. Therefore, it is not anticipated that development of the Project would be developed on unstable or expansive soils. Impacts would be less than significant, and no mitigation is needed.

Mitigation Measures: No mitigation is required.

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

No Impact. The Project does not propose the implementation of septic tanks or any other alternative wastewater disposal system. As illustrated in **Exhibit 7**, the Project would connect to the existing sewer system for wastewater disposal. Therefore, no impact associated with the use of septic tanks or any other alternative wastewater disposal system would occur.

Mitigation Measures: No mitigation is required.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less than Significant Impact. Refer to **Section 4.5, Cultural Resources,** threshold c) for more information. The CRA determined that while the Holocene geological units were of high preservation value, the material is unlikely to be fossil material due to the relatively modern associated dates of the soil deposits. Nevertheless, in the event that unique paleontological resource or unique geologic feature, the Project would implement **MM GEO-1**, to reduce impacts to the found paleontological resources to a less than significant level.

Mitigation Measures:

MM GEO-1: In the event that paleontological resources are found during excavation or grading activities, a Paleontological Construction Monitoring and Compliance Plan will be prepared and implemented to reduce potential impacts to paleontological resources to less than significant which includes the following:

- Prior to substantial excavations into older finer-grained Quaternary deposits, the Applicant shall retain a paleontological monitor, trained, and equipped to allow the rapid removal of fossils with minimal construction delay, to the site full-time during the interval of substantial earth-disturbing activities.
- Should fossils be found within an area being cleared or graded, earth-disturbing activities shall be diverted elsewhere until the monitor has completed salvage. If construction personnel make the discovery, the grading contractor shall immediately divert construction and notify the monitor of the find.
- All recovered fossils shall be prepared, identified, and curated for documentation in the summary report and transferred to an appropriate depository (i.e., San Bernardino County Museum).
- A summary report shall be submitted to the City of Highland. Collected specimens shall be transferred with a copy of the report to the San Bernardino County Museum.
- The construction can re-commence with approval of the City of Highland.

Cumulative Impacts

Cumulative impacts concerning geology and sols are generally site-specific. The Project analysis determined that a less than significant impact related to geology and soils would occur. Existing State and local regulations and design standards are in place protect people and property from substantial adverse geological and soil effects including fault rupture, strong seismic ground shaking, liquefaction, and landslides, including adverse effects associated with soil erosion. As concluded in the Project-specific analysis above, impacts associated with geology and soil would be less than significant.

4.8 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		X		
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		X		

Kimley-Horn and Associates prepared a Greenhouse Gas Emissions Assessment (GHG) for the Project on May 2023; refer to **Appendix F** of this IS/MND.

Background

Certain gases in the earth's atmosphere classified as GHGs, play a critical role in determining the earth's surface temperature. Solar radiation enters the earth's atmosphere from space. A portion of the radiation is absorbed by the earth's surface and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. Because the earth has a much lower temperature than the sun, it emits lower-frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

The primary GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Fluorinated gases also make up a small fraction of the GHGs that contribute to climate change. Examples of fluorinated gases include chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3); however, it is noted that these gases are not associated with typical land use development. Human-caused emissions of GHGs exceeding natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the Earth's climate, known as global climate change or global warming.

GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants (TACs), which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of a GHG molecule is dependent on multiple variables and cannot be pinpointed, more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake,

vegetation, or other forms of carbon sequestration. Of the total annual human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere.[26]

Regulations and Significance Criteria

Appendix F contains relevant regulatory framework pertaining to GHGs. Some of the applicable regulatory information has been provided below; refer to **Appendix F,** Section 3: Regulatory Setting, for further information.

State

California Air Resources Board

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. California is a significant emitter of CO_2 equivalents (CO_2e) in the world and produced 369 million gross metric tons of carbon dioxide equivalent ($MMTCO_2e$) in 2020.[27] The transportation sector is the State's largest emitter of GHGs, followed by industrial operations such as manufacturing and oil and gas extraction.

The State of California legislature has enacted a series of bills that constitute the most aggressive program to reduce GHGs of any state in the nation. Some legislation, such as the landmark AB 32, California Global Warming Solutions Act of 2006, was specifically enacted to address GHG emissions. Other legislation, such as Title 24 building efficiency standards and Title 20 appliance energy standards, were originally adopted for other purposes such as energy and water conservation, but also provide GHG reductions. This section describes the legislation's major provisions.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

AB 32 instructs the CARB to develop and enforce regulations for the reporting and verification of statewide GHG emissions. AB 32 also directed CARB to set a GHG emissions limit based on 1990 levels, to be achieved by 2020. It set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

2017 CARB Scoping Plan

CARB adopted the Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that would be adopted to reduce California's GHG emissions. CARB determined that achieving the 1990 emissions level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business-as-usual").[28] The Scoping Plan evaluates opportunities for sector-specific reductions, integrates early actions and additional GHG reduction measures by both CARB and

[26] Kimley-Horn and Associates. (2023). *Greenhouse Gas Emissions Assessment.* page 6.

[27] Ibid. page. 10.

[28] Ibid. page 10.

the State's Climate Action Team, identifies additional measures to be pursued as regulations, and outlines the adopted role of a cap-and-trade program.[29] Additional development of these measures and adoption of the appropriate regulations occurred through the end of 2013. Key elements of the Scoping Plan include:

- Expanding and strengthening existing energy efficiency programs, as well as building and appliance standards.
- Achieving a statewide renewables energy mix of 33 percent by 2020.
- Developing a California cap-and-trade program that links with other programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions (adopted in 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets (several sustainable community strategies have been adopted).
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, heavy-duty truck measures, the Low Carbon Fuel Standard (amendments to the Pavley Standard adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (adopted 2009).
- Creating targeted fees, including a public goods charge on water use, fees on gasses with high global warming potential, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.
- The California Sustainable Freight Action Plan was developed in 2016 and provides a vision for California's transition to a more efficient, more economically competitive, and less polluting freight transport system. This transition of California's freight transport system is essential to supporting the State's economic development in coming decades while reducing pollution.
- CARB's Mobile Source Strategy demonstrates how the State can simultaneously meet air quality standards, achieve GHG emission reduction targets, decrease health risk from transportation emissions, and reduce petroleum consumption over the next fifteen years. The mobile Source Strategy includes increasing ZEV buses and trucks.

In 2012, CARB released revised estimates of the expected 2020 emissions reductions. The revised analysis relied on emissions projections updated in light of current economic forecasts that accounted for the economic downturn since 2008, reduction measures already approved and put in place relating to future fuel and energy demand, and other factors. This update reduced the projected 2020 emissions from 596 million metric tons of CO_2e ($MMTCO_2e$) to 545 $MMTCO_2e$. The reduction in forecasted 2020 emissions means that the revised business-as-usual reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 is now 21.7 percent, down from 29 percent. CARB also provided a lower 2020 inventory forecast that incorporated State-led GHG emissions reduction measures already in place. When this lower

[29] Ibid. page 11.

forecast is considered, the necessary reduction from business-as-usual needed to achieve the goals of AB 32 is approximately 16 percent.

CARB adopted the first major update to the Scoping Plan on May 22, 2014. The updated Scoping Plan summarizes the most recent science related to climate change, including anticipated impacts to California and the levels of GHG emissions reductions necessary to likely avoid risking irreparable damage. It identifies the actions California has already taken to reduce GHG emissions and focuses on areas where further reductions could be achieved to help meet the 2020 target established by AB 32.

In 2016, the Legislature passed Senate Bill (SB) 32, which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan. On December 14, 2017 CARB adopted a second update to the Scoping Plan[30]. The 2017 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2017 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support other Federal actions.

2022 CARB Scoping Plan

Adopted December 15, 2022, CARB's 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. To achieve the targets of AB 1279, the 2022 Scoping Plan relies on existing and emerging fossil fuel alternatives and clean technologies, as well as carbon capture and storage. Specifically, the 2022 Scoping Plan focuses on zero-emission transportation; phasing out use of fossil gas use for heating homes and buildings; reducing chemical and refrigerants with high GWP; providing communities with sustainable options for walking, biking, and public transit; displacement of fossil-fuel fired electrical generation through use of renewable energy alternatives (e.g., solar arrays and wind turbines); and scaling up new options such as green hydrogen. The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (i.e., Climate Action Plan) consistent with CEQA Guidelines section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation. Specifically, the 2022 Scoping Plan aims to rapidly move towards zero-emission transportation (i.e., electrifying cars, buses, trains, and trucks), which constitutes California's single largest source of GHGs. The regulations that impact the transportation sector are adopted and enforced by CARB on vehicle manufacturers and are outside the jurisdiction and control of local governments. The 2022 Scoping Plan accelerates development of new regulations as well as amendments to strengthen regulations and programs already in place.

Included in the 2022 Scoping Plan is a set of Local Actions (2022 Scoping Plan Appendix D) aimed at providing local jurisdictions with tools to reduce GHGs and assist the state in meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In

[30] Ibid. page 12.

this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine consistency with the 2022 Scoping Plan. Notably, this section is focused on Residential and Mixed-Use Projects.[31] CARB specifically states that Appendix D does not address other land uses (e.g., industrial).[32] However, CARB plans to explore new approaches for other land use types in the future.[33]

As such, it would be inappropriate to apply the requirements contained in Appendix D of the 2022 Scoping Plan to any land use types other than residential or mixed-use residential development.

Senate Bill 32 (California Global Warming Solutions Act of 2006: Emissions Limit)

Signed into law in September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. With SB 32, the Legislature passed companion legislation, AB 197, which provides additional direction for developing the Scoping Plan.

SB 375 (The Sustainable Communities and Climate Protection Act of 2008)

Signed into law on September 30, 2008, SB 375 provides a process to coordinate land use planning, regional transportation plans, and funding priorities to help California meet AB 32's GHG reduction goals. SB 375 requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing GHG emissions, aligns planning for transportation and housing, and creates specified incentives for the implementation of the strategies.

Executive Orders Related to GHG Emissions

California's Executive Branch has taken several actions to reduce GHGs using executive orders. Although not regulatory, they set the tone for the State and guide the actions of state agencies.

Executive Order S-3-05. Executive Order S-3-05 was issued on June 1, 2005, which established the following GHG emissions reduction targets:

- By 2010, reduce GHG emissions to 2000 levels.
- By 2020, reduce GHG emissions to 1990 levels.
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The 2050 reduction goal represents what some scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be a mid-term target. Because this is an executive order, the goals are not legally enforceable for local governments or the private sector.

Executive Order S-01-07. Issued on January 18, 2007, Executive Order S 01-07 mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. The executive order established a Low Carbon Fuel Standard (LCFS) and directed the

[31] Ibid. page 12.
[32] Ibid. page 13.
[33] Ibid. page 13.

Secretary for Environmental Protection to coordinate the actions of the California Energy Commission (CEC), CARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. CARB adopted the LCFS on April 23, 2009.

Executive Order S-13-08. Issued on November 14, 2008, Executive Order S-13-08 facilitated the California Natural Resources Agency development of the 2009 California Climate Adaptation Strategy. Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order S-14-08. Issued on November 17, 2008, Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (signed on September 15, 2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the Renewable Electricity Standard on September 23, 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Executive Order S-21-09. Issued on July 17, 2009, Executive Order S-21-09 directs CARB to adopt regulations to increase California's Renewable Portfolio Standard (RPS) to 33 percent by 2020. This builds upon SB 1078 (2002), which established the California RPS program, requiring 20 percent renewable energy by 2017, and SB 107 (2006), which advanced the 20 percent deadline to 2010, a goal which was expanded to 33 percent by 2020 in the 2005 Energy Action Plan II.

Executive Order B-30-15. Issued on April 29, 2015, Executive Order B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030 and directs CARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of CO_2e (MMTCO2e). The 2030 target acts as an interim goal on the way to achieving reductions of 80 percent below 1990 levels by 2050, a goal set by Executive Order S-3-05. The executive order also requires the State's climate adaptation plan to be updated every three years and for the State to continue its climate change research program, among other provisions. With the enactment of SB 32 in 2016, the Legislature codified the goal of reducing GHG emissions by 2030 to 40 percent below 1990 levels.

Executive Order B-55-18. Issued on September 10, 2018, Executive Order B-55-18 establishes a goal to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter. This goal is in addition to the existing statewide targets of reducing GHG emissions. The executive order requires CARB to work with relevant state agencies to develop a framework for implementing this goal. It also requires CARB to update the Scoping Plan to identify and recommend measures to achieve carbon neutrality. The executive order also requires state agencies to develop sequestration targets in the Natural and Working Lands Climate Change Implementation Plan.

Executive Order N-79-20. Signed in September 2020, Executive Order N-79-20 establishes as a goal that where feasible, all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035. The executive order sets a similar goal requiring that all medium and heavy-duty vehicles will be zero-emission by 2045 where feasible. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing

volumes" of new zero emission vehicles (ZEVs) "towards the target of 100 percent." The executive order directs the California Environmental Protection Agency, the California Geologic Energy Management Division (CalGEM), and the California Natural Resources Agency to transition and repurpose oil production facilities with a goal toward meeting carbon neutrality by 2045. Executive Order N-79-20 builds upon the CARB Advanced Clean Trucks regulation, which was adopted by CARB in July 2020.

Regional

South Coast Air Quality Management District Thresholds

The South Coast Air Quality Management District (SCAQMD) formed a GHG California Environmental Quality Act (CEQA) Significance Threshold Working Group to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. The Working Group has proposed a tiered approach to evaluating GHG emissions for development projects where SCAQMD is not the lead agency, wherein projects are evaluated sequentially through a series of "tiers" to determine whether the project is likely to result in a potentially significant impact due to GHG emissions.

With the tiered approach, a project is compared against the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. The SCAQMD has adopted a threshold of 10,000 $MTCO_2e$ per year for industrial projects and a 3,000 $MTCO_2e$ threshold was proposed for non-industrial projects but has not been adopted. During Working Group Meeting #7 it was explained that this threshold was derived using a 90 percent capture rate of a large sampling of industrial facilities. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution. The Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.). The SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, SCAQMD initially outlined that a project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. However, the Working Group did not provide a recommendation for this approach. The Working Group folded the Tier 4 second option into the third option. Under the Tier 4 third option, a project would be excluded if it was below an efficiency-based threshold of 4.8 $MTCO_2e$ per service population per year. Tier 5 would exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

Tier 3 Screening Thresholds

When the tiered approach is applied to a proposed project, and the project is found not to comply with Tier 1 or Tier 2, the project's emissions are compared against a screening threshold, as described above, for Tier 3. The screening threshold formally adopted by SCAQMD is an "interim" screening threshold for stationary source industrial projects where the SCAQMD is the lead agency under CEQA. The threshold was termed "interim" because, at the time, SCAQMD anticipated that CARB would be adopting a statewide significance threshold that would inform and provide guidance to SCAQMD in its adoption of a final threshold. However, no statewide threshold was ever adopted, and the interim threshold remains in effect.

For projects for which SCAQMD is not a lead agency, no screening thresholds have been formally adopted. However, the SCAQMD Working Group has recommended a threshold of 10,000 $MTCO_2e$/year for industrial projects and 3,000 $MTCO_2e$/year for residential and commercial projects. SCAQMD determined that these thresholds would "capture" 90 percent of GHG emissions from these sectors, "capture" meaning that 90 percent of total emissions from all new projects would be subject to some type of CEQA analysis (i.e., found potentially significant).[34]

Southern California Association of Governments

On September 3, 2020, SCAG's Regional Council adopted the Connect SoCal which charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The strategy was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. The Connect SoCal is a long-range vision plan that balances future mobility and housing needs with economic, environmental, and public health goals. The SCAG region strives toward sustainability through integrated land use and transportation planning. The SCAG region must achieve specific federal air quality standards and is required by state law to lower regional GHG emissions.

San Bernardino County Greenhouse Gas Reduction Plan

The County of San Bernardino adopted the San Bernardino County Regional Greenhous Gas Reduction Plan (County GHG Reduction Plan) in September 2021 (GHG Reduction Plan). The County GHG Reduction Plan provides a means of implementing state regulations, including AB 32, AB 1493, Executive Order S-3-05, SB 375, Executive Order B-30-15, SB 32, AB 398, and SB 97, at the County level. The County GHG Reduction Plan provides a target and comprehensive set of actions for GHG emission reductions for the year 2030 (i.e., an emissions reduction 40 percent below 2007 levels). This reduction would be consistent with the State's long-term goal to achieve statewide carbon neutrality (zero net emissions) by 2045.

Thresholds and Significance Criteria

Greenhouse Gas Emissions Thresholds

Addressing GHG emissions generation impacts requires an agency to determine what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine

[34] Ibid. page 19.

thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions.

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

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, based on any applicable threshold of significance; or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

South Coast Air Quality Management District Thresholds

On December 5, 2008, the SCAQMD Governing Board adopted a 10,000 $MTCO_2e$ industrial threshold for projects where the SCAQMD is lead agency. During the GHG CEQA Significance Threshold Working Group Meeting #15, the SCAQMD noted that it was considering extending the industrial GHG significance threshold for use by all lead agencies. This working group was formed to assist SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the State Office of Planning and Research, CARB, the Attorney General's Office, a variety of city and county planning departments in the SCAB, various utilities such as sanitation and power companies throughout the SCAB, industry groups, and environmental and professional organizations. However, the SCAQMD has not announced when staff is expecting to present GHG thresholds for land use projects where the SCAQMD is not the lead agency to the governing board. During Meeting #8, the Working Group defined industrial uses as production, manufacturing, and fabrication activities or storage and distribution (e.g., warehouse, transfer facility, etc.). Additionally, the SCAQMD GHG Significance Threshold Stakeholder Working Group has specified that a warehouse is considered to be an industrial project.[35] Furthermore, the Working Group indicated that the 10,000 $MTCO_2e$ per year threshold applies to both emissions from construction and operational phases plus indirect emissions (electricity, water use, etc.).

Although the screening threshold for industrial projects is 10,000 $MTCO_2e$ per year, this analysis conservatively utilizes 3,000 $MTCO_2e$ per year as the Project GHG threshold.

Methodology

The Project's construction and operational emissions were calculated using the CalEEMod. For construction, CalEEMod calculates emissions from off-road equipment usage and on-road vehicle travel associated with haul, delivery, and construction worker trips. GHG emissions during construction were forecasted based on the proposed construction schedule and applying the mobile-source and fugitive dust emissions factors derived from CalEEMod. The Project's construction-related GHG emissions would be generated from off-road construction equipment, on-road hauling and vendor (material delivery) trucks, and worker vehicles. The Project's operational-related GHG emissions would be generated by vehicular

[35] South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #8*, 2009.

traffic, area sources (e.g., landscaping maintenance and consumer products), electrical generation, natural gas consumption, water supply and wastewater treatment, and solid waste.

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

Less than Significant with Mitigation Incorporated.

Short-Term Construction Greenhouse Gas Emissions

Project construction activities would generate direct CO_2, N_2O, and CH_4 emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Total GHG emissions generated during all construction phases were combined and are presented in **Table 17, Construction-Related Greenhouse Gas Emissions**.

Table 17: Construction-Related Greenhouse Gas Emissions

Category	$MTCO_2e$
2023 Construction	259
2024 Construction	271
Total Construction Emissions	530
30-Year Amortized Construction	17.66
Source: Ibid. page 26 – Table 2	

As indicated in **Table 17**, the Project would result in the generation of approximately 530 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[36] The amortized Project construction emissions would be 17.66 $MTCO_2e$ per year. Once construction is complete, construction-related GHG emissions would cease.

Long-Term Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the Project. GHG emissions would result from direct emissions such as Project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to, and wastewater from the Project, the emissions associated with solid waste generated from the Project, and any fugitive refrigerants from air conditioning or refrigerators. Total GHG emissions associated with the Project are summarized in **Table 18, Project Greenhouse Gas Emissions**. As shown in **Table 18**, the Project's unmitigated GHG emissions would be approximately 3,839.66 $MTCO_2e$ annually from both construction and operations of the proposed Project. The existing steel processing facility and a residential unit uses currently located on the Project site generates approximately 595 $MTCO_2e$ annually and will be removed and replaced by

[36] The amortization period is 30 years per the South Coast Air Quality Management District (South Coast Air Quality Management District, *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13,* August 26, 2009).

the Project. Existing emissions have been estimated based on the CalEEMod default emissions factors for building operations and estimated trip generation. Therefore, the net unmitigated emissions from the proposed Project would be approximately 3,244.66 $MTCO_2e$/year.

Table 18: Project Greenhouse Gas Emissions

Emissions Source	$MTCO_2e$ per Year	
	Unmitigated	Mitigated
Proposed Emissions		
Construction Amortized Over 30 Years	17.66	17.66
Area Source	<1	<1
Energy[1]	551	551
Mobile	2,640	2,640
Off-Road – Forklifts[1]	228	0
Off-Road – Yard Trucks[1]	158	0
Waste	84	84
Water and Wastewater	161	161
Proposed Total	**3,839.66**	**3,453.66**
Existing Emissions		
Area Source	1	1
Energy	11	11
Mobile	22	22
Off-Road – Forklifts[2]	82	82
Off-Road – Yard Trucks[2]	475	475
Waste	1	1
Water and Wastewater	2	2
Existing Total	**595**	**595**
Net New Emissions	**3,244.66**	**2,858.66**
Threshold	*3,000*	*3,000*
Net Emissions Exceeds Threshold?	**Yes**	**No**

Notes:
1. Mitigation Measure HRA-1 (refer to the Project's Health Risk Assessment) requires operation of electric forklifts and yard trucks.
2. Three forklifts and two yard trucks have been assumed for the current steel processing facility on the proposed Project site.

Source: Ibid. page 27 – Table 3

The majority of Project-generated GHG emissions (67 percent unmitigated and 82 percent mitigated) are associated with non-construction related mobile sources. Emissions of motor vehicles are controlled by State and federal standards, and the Project has no control over these standards.

The Project would reduce GHG emissions through implementation of **MM HRA-1. MM HRA-1** requires that off-road cargo handling equipment (e.g., forklifts and yard trucks) used during

operational activities be electrically powered/zero emission. As shown in **Table 18**, implementation of **MM HRA-1** would reduce the Project's net GHG emissions to 2,858.66 MTCO2e which is below the SCAQMD's 3,000 MTCO2e per year threshold. Therefore, the GHG emission of the proposed Project would be less than significant with implementation of **MM HRA-1**.

Laws, Ordinances, and Regulations:

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

LOR GHG-1 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

LOR GHG-2 Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the City's Water Efficient Landscape requirements (Highland MC Chapter 16.40.390).

LOR GHG-3 The Project shall be designed in accordance with the applicable Title 24 Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations [CCR], Title 24, Part 6). These standards are updated, nominally every three years, to incorporate improved energy efficiency technologies and methods. The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. The Title 24 Energy Efficiency Standards (Section 110.10(b)1) require all buildings to be designed to have a total area of at least 15 percent (after subtracting any skylights) "solar ready" zone on the roof top that will structurally accommodate later installation of rooftop solar panels. The installation of the solar panels is specific to the end use and will be determined at the time the specific projects are developed. If future building operators pursue providing rooftop solar panels, they will submit plans for solar panels prior to occupancy.

LOR GHG-4 The Project shall be designed in accordance with the applicable California Green Building Standards (CALGreen) Code (24 CCR, Part 11). The Building Official, or designee shall ensure compliance prior to the issuance of each building permit. These requirements include, but are not limited to:

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 (residential) and Section 5.303 (nonresidential) of the California Green Building Standards Code Part 11.
- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with

Section 4.408.1 (residential) and Section 5.408.1 (nonresidential) of the California Green Building Standards Code Part 11.

- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 (residential) and Section 5.410 (nonresidential) of the California Green Building Standards Code Part 11.
- To facilitate future installation of electric vehicle supply equipment (EVSE), residential construction shall comply with Section 4.106.4 (residential electric vehicle charging) of the California Green Building Standards Code Part 11 and nonresidential construction shall comply with Section 5.106.5.3 (nonresidential electric vehicle charging) of the California Green Building Standards Code Part 11.

Mitigation Measures:

HRA-1 Only electric-powered off-road equipment (e.g., yard trucks/hostlers, forklifts, indoor material handling equipment, etc.) shall be utilized onsite for daily warehouse and business operations. The Project developer/facility owner shall disclose this requirement to all tenants/business entities prior to the signing of any lease agreement. In addition, the limitation to use only electric-powered off-road equipment shall be included in all leasing agreements.

Prior to issuance of a Business License for a new tenant/business entity, the Project developer/facility owner and tenant/business entity shall provide to the City of Highland Planning Department and Business License Department a signed document (verification document) noting that the Project development/facility owner has disclosed to the tenant/business entity the requirement to use only electric-powered equipment for daily operations. This verification document shall be signed by authorized agents for the Project developer/facility owner and tenant/business entities. In addition, if applicable, the tenant/business entity shall provide documentation (e.g., purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.

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

Less than Significant with Mitigation Incorporated.

SCAG Connect SoCal Consistency

As noted above, SCAG's Regional Council adopted Connect SoCal. The Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The Connect SoCal embodies a collective vision for the region's future and is developed with input from local governments, county transportation

commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. SCAG's Connect SoCal establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035 as well as an overall GHG target for the Project region consistent with both the target date of AB 32 and the post-2020 GHG reduction goals of Executive Orders 5-03-05 and B-30-15.

The Connect SoCal contains over 4,000 transportation projects, ranging from highway improvements, railroad grade separations, bicycle lanes, new transit hubs and replacement bridges. These future investments were included in county plans developed by the six county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices for everyone. The Connect SoCal is an important planning document for the region, allowing project sponsors to qualify for federal funding.

The plan accounts for operations and maintenance costs to ensure reliability, longevity, and cost effectiveness. The Connect SoCal is also supported by a combination of transportation and land use strategies that help the region achieve state GHG emissions reduction goals and Federal Clean Air Act (FCAA) requirements, preserve open space areas, improve public health and roadway safety, support our vital goods movement industry, and utilize resources more efficiently. GHG emissions resulting from development-related mobile sources are the most potent source of emissions, and therefore Project comparison to the Connect SoCal is an appropriate indicator of whether the Project would inhibit the post-2020 GHG reduction goals promulgated by the state. The Project's consistency with the Connect SoCal is analyzed in detail in **Table 19, Connect SoCal Consistency.**

Table 19: Connect SoCal Consistency

SCAG Goals	Compliance	
GOAL 1: Encourage regional economic prosperity and global competitiveness.	N/A:	This is not a Project-specific policy and is therefore not applicable. However, the Project is located on an occupied site that is surrounded by development. Redevelopment of the site would contribute to regional economic prosperity.
GOAL 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent:	Although this Project is not a transportation improvement project, the Project is located near existing transit routes of I-215, I-10, and SR-210.
GOAL 3: Enhance the preservation, security, and resilience of the regional transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 4: Increase person and goods movement and travel choices within the transportation system.	N/A:	This is not a transportation improvement project and is therefore not applicable.
GOAL 5: Reduce greenhouse gas emissions and improve air quality.	Consistent:	The Project site is located within an urban area in proximity to existing transit routes, freeways, and residential development. Locating an employment center in close proximity to existing residential uses would potentially reduce trip lengths required for existing residents to travel to work and/or commercial services. Reduction of trip lengths would result in reduced GHG and air quality emissions. The

SCAG Goals		Compliance	
			Project would also reduce air quality and GHG emissions through mitigation measures such as providing renewable energy and electrifying cargo handling equipment (Mitigation Measure HRA-1).
GOAL 6:	Support healthy and equitable communities	Consistent:	As discussed in the Air Quality Assessment and the Health Risk Assessment, the Project would not exceed thresholds or result in health impacts. The Project does not violate any air quality standards or contribute substantially to an existing or projected air quality violation. The Project would not conflict with the surrounding community's ability to access healthy food or parks.
GOAL 7:	Adapt to a changing climate and support an integrated regional development pattern and transportation network.	N/A:	This is not a project-specific policy and is therefore not applicable.
GOAL 8:	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	N/A:	This is not a project-specific policy and is therefore not applicable. However, the Project is located in a developed area in proximity to existing truck routes and freeways. Location of the Project within a developed area would reduce trip lengths, which would result in more efficient travel.
GOAL 9:	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	Consistent:	The Project involves development of a warehouse and does not include housing.
GOAL 10:	Promote conservation of natural and agricultural lands and restoration of habitats.	N/A:	This Project is located within an urban area and is not located on agricultural or habitat lands.

Source: Southern California Association of Governments, *Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy*, 2020.

As shown in **Table 19**, the Project would be consistent with the stated goals of the Connect SoCal. Therefore, the Project would not result in any significant impacts or interfere with SCAG's ability to achieve the region's post-2020 mobile source GHG reduction targets.

CARB Scoping Plan Consistency

As previously noted, the 2022 Scoping Plan sets a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels by 2045 in accordance with AB 1279. The transportation, electricity, and industrial sectors are the largest GHG contributors in the State. The 2022 Scoping Plan plans to achieve the AB 1279 targets primarily through zero-emission transportation (e.g., electrifying cars, buses, trains, and trucks). Additional GHG reductions are achieved through decarbonizing the electricity and industrial sectors.

Statewide strategies to reduce GHG emissions in the latest 2022 Scoping Plan include implementing SB 100, which would achieve 100 percent clean electricity by 2045; achieving 100 percent zero emission vehicle sales in 2035 through Advanced Clean Cars II; and implementing the Advanced Clean Fleets regulation to deploy zero-electric vehicle buses and trucks. Additional transportation policies include the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-

Road Fleet Recognition Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition Program, and Amendments to the In-use Off-Road Diesel-Fueled Fleets Regulation. The 2022 Scoping Plan would continue to implement SB 375. GHGs would be further reduced through the Cap-and-Trade Program carbon pricing and SB 905. SB 905 requires CARB to create the Carbon Capture, Removal, Utilization, and Storage Program to evaluate, demonstrate, and regulate carbon dioxide removal projects and technology.

As indicated in **Table 18**, approximately 92 percent of the Project's mitigated GHG emissions are from energy and mobile sources which would be further reduced by the 2022 Scoping Plan measures described above. It should be noted that the City has no control over vehicle emissions (approximately 82 percent of the Project's total emissions). However, these emissions would decline in the future due to Statewide measures discussed above, as well as cleaner technology and fleet turnover. Several of the State's plans and policies would contribute to a reduction in mobile source emissions from the Project. These include the following:

- CARB's Advanced Clean Truck Regulation: Adopted in June 2020, CARB's Advanced Clean Truck Regulation requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, every new truck sold in California is required to be zero-emission. The Advanced Clean Truck Regulation accelerates the transition of zero-emission medium-and heavy-duty vehicles from Class 2b to Class 8.
- Executive Order N-79-20: Executive Order N-79-20 establishes the goal for all new passenger cars and trucks, as well as all drayage/cargo trucks and off-road vehicles and equipment, sold in California, will be zero-emission by 2035 and all medium and heavy-duty vehicles will be zero-emission by 2045. It also directs CARB to develop and propose rulemaking for passenger vehicles and trucks, medium-and heavy-duty fleets where feasible, drayage trucks, and off-road vehicles and equipment "requiring increasing volumes" of new ZEVs "towards the target of 100 percent."
- CARB's Mobile Source Strategy: CARB's Mobile Source Strategy takes an integrated planning approach to identify the level of transition to cleaner mobile source technologies needed to achieve all of California's targets by increasing the adoption of ZEV buses and trucks.
- CARB's Sustainable Freight Action Plan: The Sustainable Freight Action Plan which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks. This Plan applies to all trucks accessing the Project site and may include existing trucks or new trucks that are part of the statewide goods movement sector.
- CARB's Emissions Reduction Plan for Ports and Goods Movement: CARB's Emissions Reduction Plan for Ports and Goods Movement identifies measures to improve goods movement efficiencies such as advanced combustion strategies, friction reduction, waste heat recovery, and electrification of accessories.

While these measures are not directly applicable to the Project, any commercial activity associated with goods movement would be required to comply with these measures as adopted. The Project

would not obstruct or interfere with efforts to increase ZEVs or state efforts to improve system efficiency. As such, the Project would not interfere with their implementation.

San Bernardino County Regional Greenhouse Gas Reduction Plan

The Project's GHG emissions would not conflict with the County GHG Reduction Plan. The Project would be consistent with the applicable Highland General Plan policies that form the foundation for the City's GHG emissions reduction measures outlined in the County GHG Reduction Plan. In addition, the Project would be required to implement **HRA-1** which would help reduce its GHG and air pollutant emissions, which would also support the goals of the County GHG Reduction Plan. Therefore, the Project would be consistent with the County GHG Reduction Plan.

Mitigation Measures: See **MM HRA-1** in threshold a) above.

Cumulative Impacts

Cumulative Setting

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and TACs, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about 1 day), GHGs have much longer atmospheric lifetimes of 1 year to several thousand years that allow them to be dispersed around the globe.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.[37] The State CEQA Guidelines generally address GHG emissions as a cumulative impact because of the global nature of climate change.[38] As the California Supreme Court explained, "because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself."[39] As such, GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the Project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. As discussed above, the Project would not conflict with the Connect SoCal, or the CARB Scoping Plan and the Project-related net GHG emissions would not exceed the SCAQMD's 3,000 $MTCO_2e$ threshold of significance with implementation of **MM HRA-1**. Therefore, the Project's cumulative contribution of GHG emissions would be less than significant and the Project's cumulative GHG impacts would also be less than cumulatively considerable.

[37] Ibid. page 34.

[38] Ibid. page 34.

[39] *Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 512.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

Ramboll US Consulting, Inc. (Ramboll) prepared a Phase I Environmental Site Assessment (ESA); refer to **Appendix G**.

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

Less than Significant Impact. As part of the Phase I ESA, site reconnaissance, interviews, review of historical records, and various federal, State, and local environmental databases records for the Project site and surrounding properties were conducted to identify Recognized Environmental Conditions (RECs) within the Project site. The following information is a summary of those efforts.

Records Search

A review of available historical resources and information were obtained from local governmental agencies and regulatory bodies. Based on the review of historical site documents and interview with site representatives, no prior Phase I ESAs, underground storage tanks (UST) closures, environmental sampling, or remediation activities were known to have been conducted at the Project Site.

In addition, Ramboll reviewed the results of the Federal and State environmental database searches performed by Environmental Data Resources (EDR) and from information available in the California GeoTracker, EnvironStor, and other pertinent databases listed in the Phase I ESA, Table 4 (see **Appendix G**). The Project site was not identified in any databases searched by EDR. Also, the Project site was not indicated to contain spills or releases and therefore, does not suggest a contamination concern.

Site Reconnaissance

Underground Storage Tanks (USTs)

The Phase I ESA concluded that there are not current or former USTs at the Project and no visual evidence of such (e.g., vent pipes, fill ports, or dispensing equipment) were identified during the site visit or in review of records pertaining to the site.

Aboveground Storage Tanks (ASTs)

Several ASTs are maintained at the site. The Phase I ESA concluded no evidence of staining or past releases from the on-site ASTs were observed. Current Project site occupants also indicated that there are no current or former underground transfer lines used to convey the materials from the tanks.

Other Chemical and Petroleum Containers

Other chemical and petroleum containers onsite were also observed on-site. Current on-site occupants did not know of any significant spills or releases of materials at drum and container storage areas. Similarly, Ramboll did not observe any evidence of spills or uncontrolled releases, other than minor staining on paved floors that did not appear to extend to unpaved surfaces.

Additional Considerations

The Phase I ESA also contained a preliminary summary of additional considerations associated with flood plans, wetlands, lead-based paint, and radon. Ramboll observed damaged and degraded paint in the two on-site residential buildings and indicated the possibility of those buildings to

contain lead-based paint. Furthermore, Ramboll also made limited visual observations to identify readily apparent presumed asbestos containing materials (PACMs) and suspected ACMs. Based on the age of most buildings, ACMs were assumed to be present within the buildings.

The complete EDR report is included as Appendix B of the Phase I ESA, provided as **Appendix G** to this IS/MND.

Construction and Operations

The Phase I ESA concluded that no RECs were identified on the Project site. Nevertheless, demolition of the existing buildings, removal/remediation of the existing on-site hazardous materials and waste, and the use, transportation, and disposal of gasoline fuels, asphalt, lubricants, toxic solvents, pesticides, and herbicides could create a significant hazard to the public and environment.

The transport, use, storage, and disposal of these materials would comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the U.S. EPA, the United Stated Department of Transportation (USDOT), and the Occupational Safety and Health Administration (OSHA). Furthermore, the Project is required to comply with all other applicable federal, State, and local regulations during Project construction and operations to ensure that the Project does not create substantial hazards to the public or environment. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. Refer to response 9(a) above. The Project is not anticipated to create a significant hazard to the public or environment through the upset or accidental release of hazardous materials since the use, transport and disposal of hazardous materials would be subject to compliance to applicable federal, State, and local regulation. Additionally, as a requirement of the SWPPP and NDPES, the Project would be required to maintain supplies onsite for containing and cleaning small spills of hazardous materials and have a defined process for addressing spills.

Construction would also use equipment that would bring hazardous materials to the Project site, including diesel, gasoline, paints, solvents, cement, and asphalt. However, construction activities would be conducted in accordance with the SWPPP as part of the NPDES permit. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations.

Compliance with these regulations would ensure impacts associated with the upset and accidental release of hazardous materials is minimized to a less than significant level.

Mitigation Measures: No mitigation is required.

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

No Impact. The nearest school from the Project site is Cypress Elementary School, located approximately 0.38-mile northwest from the Project site. This school is located beyond the one-quarter mile radius, and it is not anticipated that the Project would emit hazardous emissions or handle hazardous or acutely hazardous materials near the school. No impact would occur.

Mitigation Measures: No mitigation is required.

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

No Impact. Consistent with American Society for Testing and Materials (ASTM) International E1527-13, environmental databases and records were reviewed to determine whether the Project site or surrounding properties are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Review of the The Project site is not located on the California Department of Toxic Substances Control's (DTSC) Hazardous Waste and Substances Site List or Cortese List.[40]

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. The Project site is located within the Airport Influence Area Zone "E" (Negligible Risk Level) for the San Bernardino International Airport. The San Bernardino International Airport is under the jurisdiction of the San Bernardino International (SBI) Airport Authority (SBIAA). The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport.[41] No exterior or interior noise mitigation is required to satisfy the policies in the Highland GP or Highland MC. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to

[40] DTSC. (2022). *Hazardous Waste and Substances Site List.* Available at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=4&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50 (accessed October 27, 2022).

[41] Kimley-Horn and Associates. (2023). *Acoustical Assessment.* page 35

excessive airport- or airstrip-related noise levels and no mitigation is required. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The Project would not impair the implementation or physically interfere with the City's adopted Emergency Plan. The Project's plans are subject to City Fire Department review and approval, prior to issuance of any building permit, to ensure that the Project's roads provide adequate vehicular ingress and egress during emergencies. Pursuant to Highland MC § 2.48.010, the Project Applicant would also be required to pay its fair share of additional cost of maintaining emergency fire and emergency medical services and attendant facilities in the form of a mitigation fee. With adherence to the Highland MC project development requirements associated with fire safety, and payment of mitigation fees, impacts concerning impairment or interference with the City's Emergency Plan would be less than significant.

Mitigation Measures: No mitigation is required.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. Refer to **Section 4.20, Wildfire**, for a further analysis on the Project's impacts associated with wildfires. As shown in Highland GP, Figure 6-6: Fire Hazards and Safety Overlay Areas, the Project site is not located in a fire severity zone.[42] Similarly, CAL FIRE's Fire Hazard Severity Zone (FHSZ) Map for the City shows that the Project site is located in a non-very high FHSZ.[43] This indicates that the Project would not be at risk of loss, injury or death involving wildland fires. No impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The incremental effects of the Project and the adjacent uses are anticipated to be less than significant with the adherence of federal, State, and local laws and regulation. Therefore, the Project would not result in incremental effects to hazards or hazardous materials that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. The Project would not result in a cumulatively considerable impact.

[42] City of Highland. (2006). Highland GP, *Public Health & Safety Element*. Available at: https://www.cityofhighland.org/DocumentCenter/View/159/Public-Health-and-Safety-Element-PDF (accessed October 28, 2022).

[43] CAL FIRE. (2008). Fire Hazard Severity Zone Map – City of Highland. Retrieved at: https://osfm.fire.ca.gov/media/5946/highland.pdf (accessed October 28, 2022).

4.10 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			X	
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

A Preliminary Water Quality Management Plan (WQMP) and Preliminary Hydrology Calculations were prepared for the Project by Thienes Engineering, Inc. in July 2022, and October 2022, respectively. These studies are included in this IS/MND as **Appendices H1** and **H2** respectively, and the results are summarized below.

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The California Porter-Cologne Water Quality Control Act (Section 13000 [Water Quality"] et seq. of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act) require water quality control plans to be developed for all water within the State of California. The Project's WQMP was prepared in compliance with the water Highland GP policies pertaining to water quality, the City's Municipal Storm Water Management Plan (MSWMP) and the NPDES stormwater permit program. The Project owner is responsible to implement the provisions of the WQMP and a Storm Water Quality Management Plan (also referred to as a Stormwater Pollution Prevention Plan) until the WQMP is transferred to the Project's new owner.

The Project's construction activities would include grading, clearing excavating, building construction, and Project operational activities would include landscaping maintenance and use of solvents. These activities would result in the generation of potential water quality pollutants that could adversely affect water quality. Accordingly, the Project's WQMP and SWPPP would identify programmatic and site-specific construction and post construction BMPs to reduce or eliminate sediment and other pollutants in stormwater and no stormwater runoff from the Project site. BMPs would include, but not limited to, the following:

- Minimization of disturbed area to the portion of the Project site necessary for construction;
- Stabilization of exposed or stockpiled soils and cleared or graded slopes;
- Establishment of permanent re-vegetation or landscaping as early as it is feasible;
- Removal of sediment from surface runoff before it leaves the Project site by silt fences or other similar devices around the site perimeter;
- Diversion of upstream runoff around disturbed areas of the Project site;
- Protection of all storm drain inlets on-site or downstream of the Project site to eliminate entry of sediment.

BMPs are designed to control and prevent discharges of pollutants that can adversely impact the downstream surface water quality. Accordingly, the Project would include on-site improvements such as storm drains, stormwater/water quality treatment facilities (including underground infiltration chambers), sewer (including a private lift station) that would serve to capture on-site runoff for pretreatment before flows are discharged from the site. Construction of the drainage and sewer improvements would not cause any significant water quality impacts. Furthermore, the Project would comply to the provisions of the Highland MC that include, but not limited to, Section 16.64.070 Erosion and Sediment Control, Chapter 16.64 Environmental Management pertaining to stormwater, and Section 16.40.390, Water efficient landscape requirements to ensure that impacts to surface or groundwater quality are minimized.

Therefore, mandatory compliance with the WQMP and SWPPP BMPs and adherence to other relevant regulations and policies concerning water quality would ensure that the Project's impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. Refer to **Section 4.18, Utilities and Service Systems** for more information. The Project would be served potable water by EVWD during the Project's construction and operational phases. As concluded in **Section 4.18**, the EVWD would have adequate water supplies, including groundwater, to serve the Project. Furthermore, the Project would implement a storm drain system with on-site detention for pretreatment purposes. The proposed storm drain system would convey flows directly into the adjacent channel. This process would have a high pollutant removal efficiency and can also help groundwater recharge. Therefore, the Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. Impacts would be less than significant. Refer to the following response for more information about the proposed storm drainage system.

Mitigation Measures: No mitigation is required.

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

i) *Result in substantial erosion or siltation on- or off-site?*

Less than Significant Impact. In the existing condition, runoff from the Project site drains southwest to Meines Street; however, there is an existing storm drain connection to City Creek channel that appears to serve a portion of the Project site. Runoff from the east portion of the site tends to drain south to grate inlets. Runoff from the residential portion drains south to Meines Street. The northeast portion of the Project site drains to a grated inlet. Finally, the remaining north and west portions of the Project site drain to the southwest portion of the site and drains toward Meines Street.

Implementation of the Project includes a storm drain connection to the channel and is proposed near the northwest corner of the Project site. Runoff from the north portion of the proposed building, the east parking area, and the north truck yard area would drain to catch basins located in the parking lot and truck dock area. A proposed storm drain would convey runoff west through the truck yard area. Flows from the south portion of the building and the west parking area would be collected in catch basins located in the west parking lot. A proposed storm drain would convey flows north and would connect to the previously mentioned storm drain system. Finally, runoff from the north portion of Meines Street and the proposed landscaping adjacent to the street would be collected in a catch basin in Meines Street near the west driveway. The proposed storm drain would convey flows north through the site to the proposed connection to City Creek channel.

Furthermore, the Project would include on-site detention in the truck yard for areas tributary to this location. The proposed detention would reduce runoff from the Project site to less than

existing conditions. Overall, discharge rates are significantly less than existing conditions. Flow to Meines Street would be generally eliminated, providing relief to downstream areas. The proposed storm drain system conveys runoff directly to the channel, which is where flows area tabled. Applicable BMPs on Form 4.1-1 Non-Structural Sources Control BMPs provided in the WQMP and adherence to applicable Highland MC regulation pertaining to erosion and stormwater control would help minimize soil erosion.

Due to the Project's improvements to the existing storm drain system, implementation of BMPs, and adherence with applicable local regulation, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

Less than Significant Impact. As concluded in response c.i) above, the surface runoff flows would be improved when compared to existing conditions. Project design features pursuant to BMPs within the WQMP and SWPPP, would reduce rate of runoff from 38.2 cfs to 20.2 cfs. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

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

Less than Significant Impact. As concluded in response c.i), the Project's on-site stormwater runoff would be conveyed through the proposed drainage system and detention basins. Furthermore, the Project would include runoff minimizing landscape pursuant to the Highland MC. The WQMP and Preliminary Hydrology Calculations concluded that the Project would adequately treat and retain the runoff, consistent with the San Bernardino County Hydrology Manual requirements. There, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

iv) Impede or redirect flood flows?

Less than Significant Impact. As discussed in response c.i), the Project would reduce on-site flows with the implementation of the proposed storm drain and underground pretreatment system. Although flows to Meines Street have been generally eliminated, this would provide relief to downstream areas and convey flows directly to the channel where flows are tables. Therefore, the Project's impact to flood flows would be less than significant.

Mitigation Measures: No mitigation is required.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Project is more than 40 miles inland from the Pacific Ocean and therefore, would not be impacted by a tsunami. The project site is located within FEMA Flood Zone X (shaded) as shown on FIRM 06071C8702H (8-28-2008. Flood Zone X (shaded) is defined as "areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1' or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood". According to Highland GP Public Health and Safety Element, the Project site is located adjacent to a Special Flood Hazard Area Inundated by 100-Year Flood and subject to dam inundation from the Seven Oaks Dam. Although the Project could be subject to release of pollutants due to flood and dam inundation, the Project's proposed storm water and pretreatment systems would insure pollutants are minimized. Furthermore, the Project would adhere to Highland MC Chapter 16.76 Floodplain management provisions that would ensure that impacts are further reduced to a less than significant impact.

Mitigation Measures: No mitigation is required.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. In compliance with relevant State and local regulations, the Project prepared a preliminary WQMP and SWPPP, as part of the NPDESs permitting requirements. Therefore, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts related to hydrology and water quality are generally site-specific. As concluded above, the Project's impact concerning hydrology and stormwater runoff would be less than significant. The Project would take the required steps to reduce hydrologic and runoff impact as required via State and local regulation. Therefore, the Project's impact to hydrology and water quality would not be cumulative considerable.

4.11 LAND USE AND PLANNING

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11.	**LAND USE AND PLANNING. Would the project:**				
a)	Physically divide an established community?			X	
b)	Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	

a) Physically divide an established community?

Less than Significant Impact. An example of a project that has the potential to divide an established community includes the construction of a new freeway or roadway through an established neighborhood. The Project site is currently utilized by the Mazzulla Offroad and KCB Towers Inc., business for industrial purposes. The Project site also contains single-family residences. The Project proposes industrial uses that would be consistent with the (I) Industrial-zone and GP land use designation; refer to **Exhibit 3**. Although development of the Project would displace the persons, the single-family homes are not considered an established community and are non-conforming to the existing industrial zoning and land use designations. Nevertheless, the persons displaced could be eligible for Tenant Relocation assistance per the California Health and Safety Code. Furthermore, the Project would dedicate the appropriate right-of-way (ROW) improvements to Meines Street and Palm Avenue which includes, curb, gutter, sidewalk, and landscaping in their ultimate positions. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Less than Significant Impact. The Project would be consistent with the Industrial existing zoning and land use designations. The Project would also be compatible with the surrounding land uses. The Project site is also located within the Airport Influence Area Zone "E" (Negligible Risk Level) Overlay for the SBI Airport which would require the Applicant to submit FAA construction noticing and title disclosure as part of the Project's entitlement/permitting process. Lastly, the Project would be required to pay the appropriate development fees to cover any public infrastructure fees. Therefore, the Project would not conflict with any land use plan, policy, or regulation, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts concerning land use and planning are typically project specific. The analysis of potential impacts indicated that less than significant impacts would result from the Project's implementation. As a result, less than significant cumulative impacts related to land use and planning would occur.

4.12 MINERAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Less than Significant Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

- **MRZ-1** Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.
- **MRZ-2** Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.
- **MRZ-3** Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

Due to the City's large washes and stream channels, the City contains regionally significant construction aggregate and mineral resources. The primary minerals found in the area are iron, decorative rocks, clay, limestone, sand and gravel.[44] According to Highland GP, Figure 5-3: Mineral Resource Zones, the Project is within MRZ-2, meaning PCC-Grade aggregate resources could exist within the Project site. However, as concluded in the PGE (**Appendix E**), the native soil material on-site is likely overlain by thin areas of artificial fill associated with the existing on-site developments. Furthermore, it is likely that any mineral resources on-site have been disturbed during ground-disturbing activities such as grading from development of the existing industrial and residential uses.

[44] City of Highland. (2006). Highland GP, *Public Health & Safety Element.* Available at: https://www.cityofhighland.org/DocumentCenter/View/159/Public-Health-and-Safety-Element-PDF (accessed October 28, 2022).

It is not anticipated that the Project would result in the loss of availability of a known mineral resource. Additionally, the Project site is not currently utilized or will be utilized for mining activities for a known mineral resource. Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative impacts concerning mineral resources are typically site-specific. The analysis of potential impacts indicated that no significant impacts would result from the proposed Project. As a result, no cumulative impacts related to mineral resources would occur.

4.13 NOISE

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

Kimley-Horn and Associates prepared an Acoustical Assessment for the Project on May 2023; refer to **Appendix I** of this IS/MND. The results of the Acoustical Assessment are summarized below.

Sound and Environmental Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is defined as loud, unexpected, or annoying sound. In acoustics, the fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals (µPa) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

Noise Descriptors

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The equivalent noise level (Leq) represents the equivalent continuous sound pressure level over the measurement period, while the day-night noise level (Ldn) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are described in terms of Leq that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in **Table 20: Definition of Acoustical Terms.**

Table 20: Definition of Acoustical Terms

Term	Definition
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in µPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 µPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average Leq with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average Leq with a 5-dBA weighting during the hours of 7:00 a.m. to 10:00 p.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to

Term	Definition
	account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour Leq would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Kimley-Horn and Associates. (2023). *Acoustical Assessment*. page 7 – Table 2.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

A-Weighted Decibels

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

Addition of Decibels

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound.[45] When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.[46] Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.

Sound Propagation and Attenuation

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as

[45] Ibid. page 8.

[46] Ibid. page 8.

a roadway, depending on ground surface characteristics.[47] No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA.[48] The way older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows.

Human Response to Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day or night or over a 24-hour period. Environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet, suburban, residential streets with noise levels around 40 dBA.[49]

Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate-level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with noisier urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA). Regarding increases in dBA, the following relationships should be noted:

- Except in carefully controlled laboratory experiments, a 1-dBA change cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A minimum 5-dBA change is required before any noticeable change in community response would be expected. A 5-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Effects of Noise on People

Hearing Loss. While physical damage to the ear from an intense noise impulse is rare, a degradation of auditory acuity can occur even within a community noise environment. Hearing loss occurs mainly due to

[47] Ibid. page 8.
[48] Ibid. page 9.
[49] Ibid. page 9.

chronic exposure to excessive noise but may be due to a single event such as an explosion. Natural hearing loss associated with aging may also be accelerated from chronic exposure to loud noise. The Occupational Safety and Health Administration has a noise exposure standard that is set at the noise threshold where hearing loss may occur from long-term exposures. The maximum allowable level is 90 dBA averaged over 8 hours. If the noise is above 90 dBA, the allowable exposure time is correspondingly shorter.

Annoyance. Attitude surveys are used for measuring the annoyance felt in a community for noises intruding into homes or affecting outdoor activity areas. In these surveys, it was determined that causes for annoyance include interference with speech, radio and television, house vibrations, and interference with sleep and rest. The L_{dn} as a measure of noise has been found to provide a valid correlation of noise level and the percentage of people annoyed. People have been asked to judge the annoyance caused by aircraft noise and ground transportation noise. There continues to be disagreement about the relative annoyance of these different sources. A noise level of about 55 dBA L_{dn} is the threshold at which a substantial percentage of people begin to report annoyance.[50]

Ground-Borne Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment use during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave. The RMS velocity is defined as the average of the squared amplitude of the signal. The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 21, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. Common sources for ground-borne vibration are planes, trains, and construction activities

[50] Ibid. page 10.

such as earthmoving which requires the use of heavy-duty earth moving equipment. For the purposes of this analysis, a PPV descriptor with units of inches per second (in/sec) is used to evaluate construction-generated vibration for building damage and human complaints.

Table 21: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Vibration Annoyance Potential Criteria	Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings ruins, ancient monuments	--
0.01	Barely Perceptible	--	--
0.04	Distinctly Perceptible	--	--
0.1	Strongly Perceptible	Fragile Buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	--	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry (no plaster)
0.4	Severe	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)
Source: Ibid. page 11 – Table 3			

Existing Conditions

Mobile Sources

Existing roadway noise levels were calculated for the roadway segments in the Project vicinity. This task was accomplished using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-10) and existing traffic volumes from the Project Traffic Study (**Appendix J**). The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. The average vehicle noise rates (also referred to as energy rates) used in the FHWA model have been modified to reflect average vehicle noise rates identified for California by the California Department of Transportation (Caltrans). The Caltrans data indicates that California automobile noise is 0.8 to 1.0 dBA higher than national levels and that medium and heavy truck noise is 0.3 to 3.0 dBA lower than national levels.

The average daily noise levels along roadway segments in proximity to the project are included in **Table 22, Existing Traffic Noise Levels**. **Table 22** shows the existing traffic-generated noise level on Project-vicinity roadways currently ranges from 51.4 dBA CNEL to 68.3 dBA CNEL 100 feet from the centerline. As previously described, CNEL is 24-hour average noise level with a 5 dBA "weighting" during the hours of 7:00 a.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

Table 22: Existing Traffic Noise Levels

Roadway	Roadway Segment	ADT	dBA CNEL 100 Feet from Roadway Centerline
Palm Avenue	Meines Street to 5th Street	15,810	64.5
	5th Street to 3rd Street	18,320	67.6
Meines Street	West of Palm Avenue	640	51.4
5th Street	Palm Avenue to Church Avenue	21,170	68.3
	Church Avenue to SR-210 EB Ramps at 5th Street	21,670	68.3
3rd Street	Palm Avenue to Church Avenue	700	56.7
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level			
Source: Ibid. page 19 -Table 6.			

Stationary Sources

The nearest sources of stationary noise in the Project vicinity are generated by existing single-family residential properties to the north, south, and west, and industrial uses to the east, south, west, and at the Project site. Noise sources from residential uses typically include mechanical equipment such as HVAC, automobile related noise such as cars starting and doors slamming, and landscaping equipment. Noise sources from industrial uses typically include mechanical equipment (e.g., HVAC and mechanical tools) truck idling, and truck maneuvering. The noise associated with these sources may represent a single-event noise occurrence or short-term noise.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise sensitive uses typically include residences, hospitals, schools, childcare facilities, and places of assembly. Vibration sensitive receivers are generally similar to noise sensitive receivers but may also include businesses, such as research facilities and laboratories that use vibration-sensitive equipment. The Project site is primarily surrounded by commercial uses, industrial warehousing, logistics, and distribution related uses. The sensitive land uses nearest to the Project site consist of single-family residences located to the north, northeast, south, and west. Sensitive land uses nearest to the Project are shown in **Table 23, Sensitive Receptors**.

Table 23: Sensitive Receptors

Receptor Description	Distance and Direction from the Project(1)
Single-Family Residences	97 feet to the south
Single-Family Residences	240 feet to the north
Single-Family Residences	290 feet to the northeast
Single-Family Residences	310 feet to the southwest
Highland Community Park	370 feet to the northwest
Single-Family Residences	818 feet to the west
Cypress Elementary School	1,960 feet to the northwest
Source: Kimley-Horn and Associates. (2023). *Acoustical Assessment*. page 20 – Table 7.	

Noise Measurements

To quantify existing ambient noise levels in the Project area, Kimley-Horn conducted four short-term noise measurements on March 28, 2023. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. The 10-minute measurements were

taken between 2:09 p.m. and 3:32 p.m. Short-term Leq measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in **Table 24, Existing Noise Measurements**.

Table 24: Existing Noise Measurements

Site #	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Duration	Time
1	Along Meines Street, near southwest corner of the Project site, approximately 968 feet west of Palm Avenue.	62.9	52.8	81.6	10 mins	2:09 p.m.
2	In the cul-de-sac at the end of Lillian Lane, approximately 775 feet south of Hibiscus Street and east of Highland Community Park.	48.8	44.0	59.5	10 mins	2:30 p.m.
3	In residential neighborhood to the north of the Project site at the intersection of Drummond Avenue and Fleming Street, adjacent to single-family residence.	55.4	50.4	72.4	10 mins	2:50 p.m.
4	In residential neighborhood to the northeast of the Project site at the intersection of Peacock Avenue and 6th Street.	50.5	41.2	65.7	10 mins	3:06 p.m.
5	Near the southeast corner of the Project site, at the corner intersection of Meines Street and Palm Avenue.	65.4	52.7	79.5	10 mins	3:22 p.m.
Source: Ibid. page 21 -Table 8.						

Regulations and Significance Criteria

State

California Government Code

California Government Code Section 65302(f) mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines established by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," "normally unacceptable," and "clearly unacceptable" noise levels for various land use types. Single-family homes are "normally acceptable" in exterior noise environments up to 60 CNEL and "conditionally acceptable" up to 70 CNEL. Multiple-family residential uses are "normally acceptable" up to 65 CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries, and churches are "normally acceptable" up to 70 CNEL, as are office buildings and business, commercial, and professional uses.

Title 24 – Building Code

The State's noise insulation standards are codified in the California Code of Regulations, Title 24: Part 1, Building Standards Administrative Code, and Part 2, California Building Code. These noise standards are applied to new construction in California for interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new multi-family residential and non-residential buildings, the acceptable interior noise limit for new construction is 45 dBA CNEL.

Local

City of Highland General Plan

Highland GP Noise Element (Chapter 7) identifies several policies to minimize the impacts of excessive noise levels throughout the community. Highland GP Table 7.3 provides noise criteria to evaluate the land use compatibility of transportation-related noise. The compatibility criteria indicate that residential land uses for residential low-density single-family dwellings, duplexes, and mobile homes are considered normally acceptable below 60 dBA L_{dn} and conditionally acceptable with noise levels less than 70 dBA L_{dn}. Residential land uses for multi-family dwellings are considered normally acceptable below 65 dBA L_{dn} and conditionally acceptable with noise levels less than 70 dBA L_{dn}.

General Plan Table 7-3 identifies a maximum allowable exterior noise level of 60 dBA CNEL and an interior noise level limit of 45 dBA CNEL for new residential developments; see **Table 25, City of Highland Interior Noise Standards** and **Table 26, City of Highland Exterior Noise Standards** below. The City identifies exterior noise level limits for residential, agricultural/equestrian, commercial, manufacturing or industrial, and open space uses and identifies interior noise level limits for residential, educational/churches/other institutional uses, general offices, retail stores/restaurants, manufacturing/warehousing, agricultural, and sand/gravel operations.

Furthermore, the City's Noise Control Ordinance (Chapter 8.50 of the Development Code) and the Noise Element specify the maximum acceptable levels of noise for residential uses in the City. These standards indicate that exterior noise levels at residential locations should not exceed a CNEL of 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from while interior levels shall not exceed an annual CNEL of 45 dB in any habitable room.

Table 25: City of Highland Interior Noise Standards

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

Source: City of Highland, *General Plan Noise Element, Table 7.1.*

Table 26: City of Highland Interior Noise Standards

Type of Land Use	Time Interval	CNEL (dBA)
Residential	10:00 p.m. – 7:00 a.m.	55
	7:00 a.m. – 10:00 p.m.	60
Agricultural/Equestrian	10:00 p.m. – 7:00 a.m.	60
	7:00 a.m. – 10:00 p.m.	65
Commercial	10:00 p.m. – 7:00 a.m.	65
	7:00 a.m. – 10:00 p.m.	70
Manufacturing or Industrial	Any Time	75
Open Space	Any Time	75

Source: City of Highland, *General Plan Noise Element, Table 7.2.*

Methodology

Noise Thresholds

Appendix G of the California Environmental Quality Act (CEQA) contains analysis guidelines related to noise impacts. These guidelines have been used by the City to develop thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive ground-borne vibration or ground-borne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

Noise and Vibration Thresholds

Construction Noise Thresholds

The City does not establish quantitative construction noise standards and only limits the construction activities' timeframe; therefore, this analysis conservatively uses the following Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual thresholds to analyze construction noise impacts at adjacent properties:

- Residential: 80 dBA Leq (8-hour)
- Commercial: 85 dBA Leq (8-hour)
- Industrial: 90 dBA Leq (8-hour)

Operational Noise Thresholds

On-Site Stationary Noise

Operational noise is evaluated based on the standards within the Highland GP and MC. Highland MC Chapter 8.50 Noise Control identifies a daytime (7:00 a.m. – 10:00 p.m.) standard of 45 (interior) and 60 dBA (exterior) for residential uses and a nighttime (10:00 p.m. – 7:00 a.m.) standard of 45 dBA (interior) and 55 dBA (exterior); refer to **Tables 20** and **21**. The Highland MC also identifies a daytime standard of 70 dBA and nighttime standard of 65 dBA for commercial uses. Industrial uses have a standard of 75 dBA at any time.

Off-Site Mobile Traffic Noise

The City provides noise and land use compatibility standards (i.e., noise standards using a 24-hour metric such as Ldn or CNEL and with Normally Acceptable, Conditionally Acceptable, Normally Unacceptable, and Clearly Unacceptable designations) in the General Plan Noise Element. A potentially significant traffic noise impact would occur if the Project would cause ambient noise levels to increase by 3 dBA CNEL or more and the resulting noise falls on a noise-sensitive land use that exceeds the noise and land use

compatibility standards (i.e., causing the noise level of a noise sensitive land use within an area to be categorized as either "Normally Unacceptable" or "Clearly Unacceptable"). Note that noise level changes less than 3 dBA are not detectable by the human ear.

Noise levels up to 60 dBA CNEL are considered Normally Acceptable and noise levels up to 70 dBA CNEL are considered Conditionally Acceptable for single-family residential uses. Meeting the conditionally acceptable standards are appropriate as long as new construction or development is undertaken only after a detailed analysis of noise reduction and that noise insulation is included in the design. Therefore, the Project would result in a potentially significant traffic noise impact if Project traffic would increase the baseline traffic level by 3 dBA CNEL and exceed the Normally Acceptable land use compatibility standard. The environmental baseline is the Without Project condition.

Vibration Thresholds

The City currently does not have a significance threshold to assess vibration impacts. The Caltrans 2020 Transportation and Construction Vibration Guidance Manual (Caltrans Construction Vibration Guidance Manual) identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage.

Methodology

Construction

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and FHWA. Construction noise is assessed in dBA Leq. This unit is appropriate because Leq can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Construction noise modeling was conducted using the FHWA Roadway Construction Noise Model (RCNM). Reference noise levels are used to estimate operational noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Noise level estimates do not account for the presence of intervening structures or topography, which may reduce noise levels at receptor locations. Therefore, the noise levels presented herein represent a conservative, reasonable worst-case estimate of actual temporary construction noise. The City of Highland does not establish quantitative construction noise standards. As noted above, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour Leq) or residential uses and 90 dBA (8-hour Leq) for non-residential uses to evaluate construction noise impacts.

Operations

The analysis of the operational noise environment is based on noise attenuation calculations (inverse square law) and empirical observations. Reference noise level data are used to estimate the Project operational noise impacts from stationary sources. Noise levels were collected from published sources from similar types of activities and used to estimate noise levels expected with the Project's stationary sources. The reference noise levels are used to represent a worst-case noise environment as noise level

from stationary sources can vary throughout the day. Operational noise is evaluated based on the standards within the Highland GP and MC.

An analysis was conducted of the Project's effect on traffic noise conditions at off-site land uses. Without Project traffic noise levels were compared to With Project traffic noise levels. The environmental baseline is the Without Project condition. The Without Project and With Project traffic noise levels in the Project vicinity were calculated using the FHWA Highway Noise Prediction Model (FHWA-RD-77-108). The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures (walls and buildings), barriers, and topography). The noise attenuating effects of changes in elevation, topography, and intervening structures were not included in the model. Therefore, the modeling effort is considered a worst-case representation of the roadway noise. In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable.

Vibration

Ground-borne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical ground-borne vibration levels associated with construction equipment, obtained from FTA published data for construction equipment. Potential ground-borne vibration impacts related to building/structure damage and interference with sensitive existing operations were evaluated, considering the distance from construction activities to nearby land uses and typically applied criteria.

For a structure built traditionally, without assistance from qualified engineers, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage. FTA guidelines show that modern engineered buildings built with reinforced-concrete, steel or timber can withstand vibration levels up to 0.50 in/sec and not experience vibration damage. The Caltrans Construction Vibration Guidance Manual identifies the vibration threshold for human annoyance, vibrations levels of 0.4 in/sec PPV is when vibrations are considered severe by people subjected to continuous vibrations and levels of 0.2 in/sec is used for building damage.

a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Less than Significant Impact.

Construction

On-site Construction Noise

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential uses surrounding the construction site. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include demolition, site preparation, grading, infrastructure improvements, building construction, paving, and architectural coating. Such activities could require dozers, excavators, and concrete saws during demolition; dozers and tractors during site preparation; excavators, graders, dozers, tractors, and scrapers during grading; tractors, pavers, and rollers during infrastructure improvements; cranes, generators, tractors, and welders during building construction; pavers, rollers, and a pavement scarifier during paving; and air compressors during architectural coating. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Typical noise levels associated with individual construction equipment are listed in **Table 27, Typical Construction Noise Levels**.

Table 27: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source(1)
Air Compressor	80	74
Backhoe	80	74
Compactor	82	76
Concrete Mixer	85	79
Concrete Pump	82	76
Concrete Vibrator	76	70
Crane, Mobile	83	77
Dozer	85	79
Generator	82	76
Grader	85	79
Impact Wrench	85	79
Jack Hammer	88	82
Loader	80	74
Paver	85	79
Pneumatic Tool	85	79
Pump	77	71
Roller	85	79
Saw	76	70
Scraper	85	79
Shovel	82	76
Truck	84	78

Notes:
1. Calculated using the inverse square law formula for sound attenuation: dBA2 = dBA1+20Log(d1/d2)
Where: dBA2 = estimated noise level at receptor; dBA1 = reference noise level; d1 = reference distance; d2 = receptor location distance

Source: Ibid. page 26 – Table 9.

Although the construction equipment noise levels in **Table 27** are from FTA Noise and Vibration Manual, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s,[51] the FHWA Roadway Construction Noise Model which

[51] Ibid. page 27.

uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

While the Highland MC does not establish quantitative construction noise standards, this analysis conservatively uses the FTA's threshold of 80 dBA (8-hour Leq) for residential uses, 85 dBA (8-hour Leq) for commercial uses, and 90 dBA (8-hour Leq) for industrial uses to evaluate construction noise impacts.[52]

Project Construction Noise Levels

The noise levels calculated in **Table 28: Project Construction Noise Levels**, show the exterior construction noise without accounting for attenuation from existing physical barriers which have been estimated using RCNM. The nearest noise sensitive receptors are residences located approximately 97 feet south of the property line and 560 feet from the center of construction activity. Following FTA methodology, all equipment is assumed to operate at the center of the Project site because equipment would operate throughout the site and not a fixed location for extended periods of time. These assumptions represent a worst-case noise scenario as construction activities would routinely be spread throughout the construction site further away from noise sensitive receptors.

Table 28: Project Construction Noise Levels

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})	Noise Threshold (dBA L_{eq})	Exceeded?
	Land Use	Direction	Distance (feet)[1]			
Demolition	Residential	North	524	66.0	80	No
	Residential	South	560	65.5	80	No
	Commercial	South	415	68.1	85	No
	Commercial	West	593	65.0	85	No
	Industrial	East	588	65.0	90	No
Site Preparation	Residential	North	524	67.2	80	No
	Residential	South	560	66.6	80	No
	Commercial	South	415	69.2	85	No
	Commercial	West	593	66.1	85	No
	Industrial	East	588	66.2	90	No
Grading	Residential	North	524	67.8	80	No
	Residential	South	560	67.2	80	No
	Commercial	South	415	69.8	85	No
	Commercial	West	593	66.7	85	No
	Industrial	East	588	66.8	90	No
Infrastructure Improvements	Residential	North	524	62.5	80	No
	Residential	South	560	61.9	80	No
	Commercial	South	415	64.5	85	No
	Commercial	West	593	61.4	85	No
	Industrial	East	588	61.5	90	No
Paving	Residential	North	524	66.1	80	No
	Residential	South	560	65.5	80	No
	Commercial	South	415	68.1	85	No
	Commercial	West	593	65.0	85	No
	Industrial	East	588	65.1	90	No
Building Construction	Residential	North	524	68.0	80	No
	Residential	South	560	67.4	80	No

[52] Ibid. page 27.

Construction Phase	Receptor Location			Worst Case Modeled Exterior Noise Level (dBA L_{eq})	Noise Threshold (dBA L_{eq})	Exceeded?
	Land Use	Direction	Distance (feet)[1]			
	Commercial	South	415	70.0	85	No
	Commercial	West	593	66.9	85	No
	Industrial	East	588	67.0	90	No
Architectural Coating	Residential	North	524	53.3	80	No
	Residential	South	560	52.7	80	No
	Commercial	South	415	55.3	85	No
	Commercial	West	593	52.2	85	No
	Industrial	East	588	52.3	90	No
Overlapping Phases						
Demolition, Site Preparation, Grading	Residential	North	524	71.9	80	No
	Residential	South	560	71.3	80	No
	Commercial	South	415	73.9	85	No
	Commercial	West	593	70.8	85	No
	Industrial	East	588	70.9	90	No
Infrastructure Improvements, Paving, Building Construction	Residential	North	524	70.8	80	No
	Residential	South	560	70.3	80	No
	Commercial	South	415	72.9	85	No
	Commercial	West	593	69.8	85	No
	Industrial	East	588	69.8	90	No
Paving, Building, Architectural Coating	Residential	North	524	70.2	80	No
	Residential	South	560	72.3	80	No
	Commercial	South	415	72.3	85	No
	Commercial	West	593	69.2	85	No
	Industrial	East	588	69.2	90	No

Notes:
1. In accordance with methodology from the FTA Noise and Vibration Manual, the equipment distance is assumed at the center of the Project site.
2. Threshold from the FTA *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Source: Ibid. page 28. Table 10.

FTA's construction threshold is an 8-hour Leq, which accounts for the percentage of time each individual piece of equipment operates under full power in that period. Additionally, construction equipment would move throughout the site during that period. Following FTA methodology, when calculating construction noise, all construction equipment is assumed to operate simultaneously at the center of the active construction zone to represent an average distance throughout the day. During construction, equipment would operate throughout the site and not all of the equipment would be operating at the point closest to the sensitive receptors and considering the distance between the center of the Project site and the sensitive receptors is a reasonable assumption.

As shown in **Table 28**, exterior noise levels during Project construction would range between 52.2 dBA and 73.9 dBA and would not exceed the FTA's construction noise thresholds at the nearest off-site uses. The City has set restrictions to control noise impacts from construction activities within the Highland MC. Highland MC § 8.50.050 states that no person shall be engaged in construction and operation-related activities, including operation of domestic power tools, electrically operated compressors, pile drivers, ground vehicles, etc., except within the hours of 5:00 a.m. and 10:00 p.m. on any day in the industrial (I) zone, and between the hours of 7:00 a.m. and 10:00 p.m. in all other zones. However, since the Project is adjacent to existing residences, the Project would be required to comply with the following Highland GP limitations on construction noise hours (Goal 7.3, Action 1):

As a condition of approval, limit non-emergency construction activities adjacent to existing noise-sensitive uses to daylight hours between 7:00 a.m. and 6:00 p.m. Discourage construction on weekends or holidays except in the case of construction proximate to schools where these operations could disturb the classroom environment.

With incorporation of the City's standard conditions from the General Plan, impacts from short-term construction noise would be less than significant.

Operations

Implementation of the Project would create new sources of noise in the Project vicinity. The major noise sources associated with the Project including the followings:

- Mechanical equipment (i.e., trash compactors, air conditioners, etc.);
- Slow moving trucks on the Project site, approaching and leaving the loading areas;
- Truck Back-Up Alarms;
- Activities at the loading areas (i.e., maneuvering and idling trucks, equipment noise);
- Parking areas (i.e., car door slamming, car radios, engine start-up, and car pass-by); and
- Off-Site Traffic Noise.

Each noise source is discussed in more detail below. On-site operational noise sources are expected to include rooftop air conditioning units, parking lot activity, and truck loading dock activity. Off-site noise could be generated by vehicles, including heavy trucks, accessing the Project site and contributing to vehicular roadway noise.

Mechanical Equipment

Potential stationary noise sources related to long-term operation of the Project site would include mechanical equipment. Mechanical equipment (e.g., heating ventilation and air conditioning [HVAC] equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[53] The HVAC equipment would be roof mounted and would be located as close as approximately 170 feet from the nearest residential uses to the south. At this distance, HVAC equipment noise would be approximately 41.7 dBA based on distance attenuation alone (using the inverse square law of sound propagation)[54] and would not exceed the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. It should also be noted that the proposed warehouse building would include a parapet wall along the perimeter of the roof that would reduce HVAC noise at sensitive receptors in the Project vicinity. Therefore, the Project would result in a less than significant impact related to mechanical equipment noise levels.

Truck and Loading Dock Noise

During loading and unloading activities, noise would be generated by the trucks' diesel engines, exhaust systems, and brakes during low gear shifting braking activities; backing up toward the

[53] Ibid. page 30.
[54] Ibid. page 30.

docks; dropping down the dock ramps; and maneuvering away from the docks. Loading or unloading activities would occur on the northern façade of the proposed warehouse building in the northern portion of the Project site. Truck access to the site would occur via two 40-foot-wide access driveways along Meines Street and Palm Avenue (i.e., one access driveway from each roadway).

Typically, heavy truck operations generate a noise level of 70 dBA at a distance of 50 feet.[55] As the closest residences would be located approximately 400 feet north of the proposed truck loading area, truck and loading noise would be approximately 46.9 dBA,[56] which is below the City's most stringent daytime and nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. It should also be noted that the loading dock doors would be surrounded with protective aprons, gaskets, or similar improvements that, when a trailer is docked, would serve as a noise barrier between the interior warehouse activities and the exterior loading area. This would attenuate noise emanating from interior loading activities to negligible noise levels outside of the warehouse building, and as such, interior loading and associated activities would comply with Highland MC § 8.50.050(b) and would be permissible during all hours of the day.

It is also noted that cargo forklifts could be used at the outdoor loading dock area during daytime and nighttime hours for truck loading/unloading activities. Cargo forklifts generate noise levels of approximately 85 dBA at 3 feet.[57] The nearest sensitive receptors (single-family residences) would be located approximately 400 feet north of where cargo forklifts would operate at the Project site. At this distance, forklift noise levels would be approximately 37.5 dBA[58] and would not exceed the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. As such, cargo forklift noise levels (37.5 dBA at the nearest sensitive uses) would be similar to background noise in a theater or a large conference room and would comply with Highland MC § 8.50.050(b).

As discussed above, noise levels associated with trucks and loading/unloading activities would not exceed the City's noise standards and would comply with the provisions of Highland MC § 8.50.050. Therefore, noise impacts from truck and loading dock noise would be less than significant.

Truck Back-Up Alarms. Medium and heavy-duty trucks reversing into loading docks would produce noise from back-up alarms (also known as back-up beepers). Back-up beepers produce a typical volume of 97 dBA at one meter from the source.[59] The nearest sensitive receptors (single-family residences) would be located approximately 400 feet north of the truck loading area where trucks would be reversing and maneuvering into the loading area. At this distance, exterior noise levels from back-up beepers would be approximately 49.5 dBA,[60] which is below the City's most stringent daytime or nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. Back-up beeper noise levels (49.5 dBA at the nearest sensitive uses) would be similar to that of a

55 Ibid. page 30.
56 Ibid. page 30.
57 Ibid. page 31.
58 Ibid. page 31.
59 Ibid. page 31.
60 Ibid. page 31.

dishwasher and would attenuate to at least 35 dBA (assuming a windows open condition) within the nearest residences and would be below the City's 45 dBA interior noise level standard. Further, it is noted that back-up beeper noise is short in duration and would occur intermittently throughout the day/night. Therefore, back-up beeper noise would not exceed the City's applicable noise standards and would comply with the provisions of Highland MC § 8.50.

Parking Noise

The Project would provide a total of 240 parking spaces, including 47 trailer stalls, 39 dock door parking spaces, and 193 standard auto parking spaces. Parking stalls would surround the proposed warehouse building to the north, east, and west. According to the Traffic Impact Study, the Project would generate up to 51 trips during the peak hour. For the purpose of providing a conservative, quantitative estimate of the noise levels that would be generated from the vehicles entering and exiting the parking lot, the methodology recommended by FTA for the general assessment of stationary transit noise sources is used. Using the methodology, the Project's peak hourly noise level that would be generated by the on-site parking levels was estimated using the following FTA equation for a parking lot:

$$L_{eq(h)} = SEL_{ref} + 10 \log (NA/1{,}000) - 35.6$$

Where:

$L_{eq(h)}$ = hourly L_{eq} noise level at 50 feet

SEL_{ref} = reference noise level for stationary noise source represented in sound exposure level (SEL) at 50 feet

NA = number of automobiles per hour

35.6 is a constant in the formula, calculated as 10 times the logarithm of the number of seconds in an hour

Using FTA's reference noise level of 92 dBA SEL[61] at 50 feet from the noise source, the Project's highest peak hour vehicle trips would generate noise levels of approximately 43.5 dBA L_{eq} at 50 feet from the parking lot. The closest sensitive receptor is located approximately 100 feet from the parking lot. Conservatively assuming that all vehicles would park at a location nearest to sensitive receptors rather than dispersed throughout all available parking and based strictly on distance attenuation, parking lot noise at the nearest receptor would be 37.5 dBA, which is below the City's most stringent daytime and nighttime noise standards of 60 dBA and 55 dBA, respectively, for residential uses. Parking lot noise would be consistent with the existing noise in the vicinity and would be partially masked by background noise from traffic along area roadways. Noise associated with parking lot activities is not anticipated to exceed the City's noise standards during operation. Therefore, noise impacts from parking lots would be less than significant.

[61] Ibid. page 32.

Off-Site Traffic Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. Based on the Traffic Study, the Project would result in approximately 487 daily trips. The Opening Year "2024 Without Project" and "2024 With Project" scenarios are compared in **Table 29, Project Traffic Noise Levels**. **Table 24** shows roadway noise levels without the Project would range from 51.4 dBA CNEL to 69.4 dBA CNEL and between 54.9 dBA CNEL and 69.6 dBA CNEL with the Project.

In general, a traffic noise increase of less than 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable.[62] As shown in **Table 29**, the "With Project" noise levels would result in a maximum increase of 3.5 dBA CNEL along Meines Street (West of Palm Avenue), which is largely attributed to heavy truck travel. Although this roadway segment would experience a barely noticeable traffic noise increase as a result of the Project, the "With Project" noise level would not exceed the Normally Acceptable noise standard along this roadway for residential uses; see **Table 29**. As such, traffic noise impacts from the Project would be less than significant.

Table 29: Project Traffic Noise Levels

Roadway Segment		2024 Without Project		2024 With Project		Change	Normally Acceptable Standard (dBA CNEL)[2]	Significant Impact[3]
		ADT	dBA CNEL[1]	ADT	dBA CNEL[1]			
Palm Avenue	Meines Street to 5th Street	17,680	65.0	18,140	65.2	0.2	70	No
	5th Street to 3rd Street	14,770	66.7	14,840	66.7	0.0	70	No
Meines Street	West of Palm Avenue	640	51.4	790	54.9	3.5	60	No
5th Street	Palm Avenue to Church Avenue	21,260	68.3	21,590	68.5	0.2	70	No
	Church Avenue to SR-210 EB Ramps at 5th Street	28,190	69.4	28,570	69.6	0.2	75	No
3rd Street	Palm Avenue to Church Avenue	6,870	66.7	6,920	66.5	-0.2	70	No

ADT = average daily traffic; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Notes:
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts
3. Potential impacts occur when the Project change exceeds 3 dBA and the Normally Acceptable land use compatibility standard is exceeded (i.e., both must occur).

Source: Ibid. page 33 – Table 11

Mitigation Measures: No mitigation is required.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact.

[62] Ibid. page 32.

Construction Vibration

Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the project site would have the potential to result in varying degrees of temporary ground-borne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.2 in/sec) appears to be conservative. The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage.

Table 30, Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet for typical construction equipment. Ground-borne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 30**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity.

Table 30: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 30 Feet (in/sec)[1]
Large Bulldozer	0.089	0.0677
Caisson Drilling	0.089	0.0677
Loaded Trucks	0.076	0.0578
Jackhammer	0.035	0.0266
Small Bulldozer/Tractors	0.003	0.0023

Notes:
1. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$, where: PPV_{equip} = the peak particle velocity in in/sec of the equipment adjusted for the distance; PPV_{ref} = the reference vibration level in in/sec from Table 7-4 of the Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018; D = the distance from the equipment to the receiver.

Source: Ibid. page 34 – Table 12.

As noted above, the nearest structure to the Project construction site is approximately 30 feet away. **Table 30** shows that at 30 feet, the vibration velocities from construction equipment would not exceed 0.0677 in/sec PPV, which is below the FTA's 0.20 in/sec PPV threshold for building damage and below the 0.4 in/sec PPV annoyance threshold. It is also acknowledged that construction activities would occur throughout the project site and would not be concentrated at

the point closest to the nearest structure. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

The Project would include truck movement activity at the Project site. These movements would generally be low-speed (i.e., less than 15 miles per hour) and would occur over new, smooth surfaces. For perspective, Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that "heavy trucks, and quite frequently buses, generate the highest earthborn vibrations of normal traffic." Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Their study finds that "vibrations measured on freeway shoulders (five meters from the centerline of the nearest lane) have never exceeded 0.08 inches per second, with the worst combinations of heavy trucks and poor roadway conditions (while such trucks were moving at freeway speeds). This level coincides with the maximum recommended safe level for ruins and ancient monuments (and historic buildings)". Since the Project's truck movements would be at low speed (not at freeway speeds) and would be over smooth surfaces (not under poor roadway conditions), Project-related vibration associated with truck activity would not result in excessive ground-borne vibrations; no vehicle-generated vibration impacts would occur. In addition, there are no sources of substantial ground-borne vibration associated with the Project, such as rail or subways. The Project would not create or cause any vibration impacts due to operations.

Mitigation Measures: No mitigation is required.

c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Less than Significant Impact. The closest airport is the San Bernardino International Airport and it is located approximately 0.5-mile southwest of the Project site. The Project site is located outside of the 65 dBA CNEL noise level contour boundary of the airport. No exterior or interior noise mitigation is required to satisfy the policies in the Highland GP and MC. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

Cumulative Construction Noise

The Project's construction activities would not result in a substantial temporary increase in ambient noise levels. Construction noise would be periodic and temporary noise impacts that would cease upon completion of construction activities. The Project would contribute to other proximate construction project noise impacts if construction activities were conducted concurrently. As discussed above, Project

construction noise levels would not be significant, and the Project would not represent a noticeable increase over the ambient conditions. Therefore, the Project's construction noise would not represent a substantial noise increase in excess of City standards and would not be cumulatively considerable.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable City rules related to noise and would take place during daytime hours on the days permitted by the Highland MC, and projects requiring discretionary City approvals would be required to evaluate construction noise impacts, comply with the City's standard conditions of approval, and implement mitigation, if necessary, to minimize noise impacts. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative Operational Noise

Cumulative Off-Site Traffic Noise

Cumulative noise impacts describe how much noise levels are projected to increase over existing conditions with the development of the Project and other foreseeable projects. Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to buildout of the Project and other projects in the vicinity. Cumulative increases in traffic noise levels were estimated by comparing the Existing and Opening Year Without Project scenarios to the Opening Year Plus Project scenario. The traffic analysis considers cumulative traffic from future growth assumed in the transportation model, as well as cumulative projects.

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The following criteria is used to evaluate the combined and incremental effects of the cumulative noise increase.

- *Combined Effect*. The cumulative with Project noise level ("Opening Year With Project") would cause a significant cumulative impact if a 3.0 dB increase over "Existing" conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Although there may be a significant noise increase due to the Project in combination with other related projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project.
- *Incremental Effects*. The "Opening Year With Project" causes a 1.0 dBA increase in noise over the "Opening Year Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility noise standard. Noise by definition is a localized phenomenon and reduces as distance from the source increases. Consequently, only the Project and growth due to occur in the general area would contribute to cumulative noise impacts.

Table 31, Cumulative Off-Site Traffic Noise Levels identifies the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Opening Year Without Project," and "Opening Year With Project," conditions, including incremental and net cumulative impacts. **Table 31** shows the combined and incremental effect criterion would not be exceeded along any of the Project roadway segments. As discussed above, a cumulative traffic noise impact would occur if both the combined and incremental effects criteria are exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard. Therefore, cumulative traffic impacts from the Project would be less than significant.

Cumulative Stationary Noise

Stationary noise sources of the Project would not result in an incremental increase in non-transportation noise sources in the Project vicinity. Furthermore, as discussed above, operational noise caused by the Project would be less than significant. Similar to the Project, other planned and approved projects would be required to mitigate for stationary noise impacts at nearby sensitive receptors, if necessary. As stationary noise sources are generally localized, there is a limited potential for other projects to contribute to cumulative noise impacts.

No known past, present, or reasonably foreseeable projects would combine with the operational noise levels generated by the Project to increase noise levels above acceptable standards because each project must comply with applicable City regulations that limit operational noise. Therefore, the Project, together with other projects, would not create a significant cumulative impact, and even if there was such a significant cumulative impact, the Project would not make a cumulatively considerable contribution to significant cumulative operational noises.

Given that noise dissipates as it travels away from its source, operational noise impacts from on-site activities and other stationary sources would be limited to the Project site and vicinity. Thus, cumulative operational noise impacts from related projects, in conjunction with Project specific noise impacts, would not be cumulatively significant.

Table 31: Cumulative Off-Site Traffic Noise Levels

Roadway Segment		Existing[1]	Opening Year Without Project[1]	Opening Year With Project[1]	Combined Effects	Incremental Effects	Normally Acceptable Standard (dBA CNEL)[2]	Cumulatively Significant Impact?[3]
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
Palm Avenue	Meines Street to 5th Street	64.5	65.0	65.2	0.8	0.3	70	No
	5th Street to 3rd Street	67.6	66.7	66.7	-0.9	0.0	70	No
Meines Street	West of Palm Avenue	51.4	51.4	54.9	3.4	3.4	60	No
5th Street	Palm Avenue to Church Avenue	68.3	68.3	68.5	0.2	0.2	70	No

Roadway Segment		Existing[1]	Opening Year Without Project[1]	Opening Year With Project[1]	Combined Effects	Incremental Effects	Normally Acceptable Standard (dBA CNEL)[2]	Cumulatively Significant Impact?[3]
					Difference In dBA Between Existing and Opening Year With Project	Difference In dBA Between Opening Year Without Project and Opening Year With Project		
	Church Avenue to SR-210 EB Ramps at 5th Street	68.3	69.4	69.6	1.3	0.2	75	No
3rd Street	Palm Avenue to Church Avenue	56.7	66.7	66.5	9.7	-0.2	70	No

ADT = average daily trips; dBA = A-weighted decibels; CNEL = Community Noise Equivalent Level

Notes:
1. Traffic noise levels are at 100 feet from the roadway centerline. The actual sound level at any receptor location is dependent upon such factors as the source-to-receptor distance and the presence of intervening structures, barriers, and topography.
2. The lowest Normally Acceptable land use compatibility noise standard for developed uses along each roadway segment is conservatively used to analyze impacts
3. A significant impact would result only if both the combined and incremental effects criteria have been exceeded, and the resultant noise level exceeds the Normally Acceptable land use compatibility standard.

Source: Ibid. page 38 – Table 13.

4.14 POPULATION AND HOUSING

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than Significant Impact. As of 2022, the population of the City of Highland was 56,546 persons, with 17,127 housing units.[63] The Southern California Association of Government (SCAG)'s Connect SoCal projects that the City's population will grow to 68,900 persons and 21,400 housing units by 2045.[64] The Project does not involve the construction of new homes or the extension of roads. Therefore, it would not directly induce population growth in the area.

The Project would induce population growth indirectly by generating permanent employment growth in the area. The City has a significantly high unemployment rate of approximately seven percent. Therefore, the Project's permanent employment opportunities would be adequately served by the City's residents. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less than Significant Impact. As discussed in Section Land use and Planning, the Project would displace persons who live in the existing single-family home located on the Project site. However, the single-family home currently non-conforming with the industrial zoning and land use designations and the property has been purchased by the Project applicant. As needed, the displaced persons could be eligible for Tenant Relocation assistance per the California Health and Safety Code. Therefore, the Project's impact would be less than significant.

[63] Department of Finance (DOF). (2022). Table 2: E-5 City/County Population and Housing Estimates, 1/1/2022. Available at http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ (accessed October 28, 2022).

[64] SCAG. (2020). Connect SoCal Demographics and Growth Forecast – Table 14. Available at: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_demographics-and-growth-forecast.pdf?1606001579 (accessed October 28, 2022).

Mitigation Measures: No mitigation is required.

Cumulative Impacts

As concluded above, the Project would not significantly induce population grow or displace substantial amount of housing. Therefore, no cumulative impacts associated with population and housing would result from Project implementation.

4.15 PUBLIC SERVICES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?			X	

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i) Fire protection?

Less than Significant Impact. Fire suppression, prevention, and emergency medical services are provided to the City by the California Department of Forestry and Fire Protection or CAL FIRE. The Project site would be primarily served by Highland Fire Department Station 541, located 1.32 kilometers north of the Project site at 26974 Base Line Street.

The Project would be designed and constructed in accordance with the latest CBC and California Fire Code standards. Pursuant to Highland MC Chapter 2.46, Fire and Medical Services Mitigation Fee, the Project Applicant would pay its fair share of additional cost of maintaining emergency fire and emergency medical services and attendant facilities via a mitigation fee. Furthermore, the Project's interior and perimeter roadways would be designed to allow adequate emergency access. Therefore, a less than significant impact would occur, and no mitigation is required.

Mitigation Measures: No mitigation is required.

ii) Police protection?

Less than Significant Impact. The City contracts with the San Bernardino County Sheriff's Department for its law enforcement and police protection services.[65] The City's main station is located at 26985 East Base Line near City Hall. The station is currently staffed with 34 sworn officers, as well as nine non-sworn civilian employees. The Project is not a residential project so it would not result in permanent increase of residents in the City. Accordingly, it is not anticipated that the Project's demand for additional police protection services would be significant. Nevertheless, the project would pay all applicable development impact fees to the City, which would assist the City's payment for any additional police facilities. Therefore, the Project's impact to police protection services would be less than significant.

Mitigation Measures: No mitigation is required.

iii) Schools?

Less than Significant Impact. The Project site is located in the San Bernardino City Unified School District (SBCUSD). The nearest school from the Project site is Cypress Elementary School, located approximately 0.38-mile northwest from the Project site. As previously discussed, the Project would not result in the permanent increase of people to the City. Therefore, the project is not expected to increase the number of students in the area. Regardless, the Project would comply with Highland GP Policies 4.9-2 and 4.9-3 and pay applicable school impact fees that would be allocated by the SBCUSD to offset any impacts. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

iv) Parks?

Less than significant Impact. The closest park to the Project site is the Highland Community Park located across the City Creek channel to the northwest. The Project would not contribute to the population growth of the City and therefore would not result in the need for additional parks services. Furthermore, the Project is an industrial project and therefore exempt from payment of fees pursuant Highland MC § 16.40.200.B Park and recreation facilities. Therefore, impacts would be less than significant, and no mitigation is required.

Mitigation Measures: No mitigation is required.

v) Other public facilities?

Less than Significant Impact. Other public facilities in the area would not be adversely impacted because the Project would not produce a substantial increase in population that would require additional public facilities.

Mitigation Measures: No mitigation is required.

[65] City of Highland. (2006) City of Highland General Plan – *Public Services and facilities Element*. p. 4-20. Available at: https://www.cityofhighland.org/DocumentCenter/View/152/Public-Services-and-Facilities-Element-PDF (accessed January 2023).

Cumulative Impacts

The Project, combined with other cumulative projects, would collectively increase demand for public services including, police, fire, schools, and parks. Similar to the Project, all cumulative projects would be required to adhere with the Highland GP goals and policies and pay any applicable fees pursuant to the Highland MC. Therefore, the present, and future projects in the City would not result in a cumulative impact related to the provision of public services with adherence to local regulation and payment of development impact fees.

4.16 RECREATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. The Project would induce population growth that would require the need to develop additional parks or recreational facilities, nor would it include recreational facilities that might have an adverse physical effect on the environment. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The Project would not result in an increased use of recreational facilities nor requires construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

4.17 TRANSPORTATION

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
17. TRANSPORTATION. Would the project:				
a) Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?				

A Traffic Study was prepared for the Project on May 2023 by Kimley-Horn and Associates, and is included in this IS/MND as **Appendix J**. The results of the Traffic Study are summarized below.

a) Conflict with an program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The Project and the frontage improvements to Meines Street and Palm Avenue would be designed consistently with applicable Highland GP Policies pertaining to the City's circulation system, and Highland MC design ordinances. Additionally, the proposed street improvements would be designed to not conflict with the existing pedestrian and bicycle along Palm Avenue. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purposes of determining a significant transportation impact under CEQA.

Currently, the City has not adopted VMT guidelines. The County's Transportation Impact Study Guidelines (July 2019) were used as they provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following criteria:

1. Project Type Screening
2. Transit Priority Area (TPA) Screening
3. Low VMT Area Screening

Projects that meet one or more of the above screening thresholds may be presumed to create a less than significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this Project.

Project Type Screening

Projects which serve the local community and have the potential to reduce VMT should not be required to complete a VMT assessment. These projects are noted below:

- K-12 School
- Local-serving retail less than 50,000 SF
- Local Parks
- Day Care Centers
- Local Serving Gas Station
- Local Serving Banks
- Student Housing Projects
- Local Serving Community Colleges
- Projects generating less than 110 daily vehicle trips

Based on the project description and estimated trip generation, the project would not meet the Project Type Screening Criteria.

Transit Priority Area (TPA) Screening

Projects located within a TPA may be presumed to have a less-than-significant impact. A TPA is defined as a half-mile area around an existing major transit stop of an existing stop along a high-quality transit corridor. 'Major transit stop means a site containing an existing rail station, a ferry

terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and evening peak commute periods. A 'high-quality transit corridor' means a corridor with a fixed route bus service with service intervals no longer than 15 minutes during the peak commute hours. Based on

the SBCTA VMT Screening Tool, the project is not located within a TPA. Therefore, the TPA Screening criteria is not met.

Low VMT Area Screening

Projects located within a low VMT generating area (PA VMT per employee, 4% below County baseline) may be presumed to have a less-than-significant impact. Based on review of the VMT screening criteria, the project meets the Low VMT Area Screening threshold. Therefore, the Project would result in a less-than-significant VMT impact, and no additional VMT analysis is required.

Mitigation Measures: No mitigation is required.

c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less than Significant Impact. The Project would require street frontage improvements to Meines Street and Palm Avenue to allow vehicular access to and from the Project site. More specifically, direct vehicular access provisions for the project site would be provided via two driveways on Palm Avenue and one driveway on Meines Street. Trucks would enter and exit the site via the north driveway on Palm Avenue and the driveway on Meines Street. Trucks would be restricted from making left-turns out of the site onto Palm Avenue. Passenger vehicles would have full access at all three Project driveways to enter and exit the site. The Project would also include on-site drive aisles/fire lanes that would allow the efficient and safe access for vehicles throughout the project site.

All proposed street frontage improvements and on-site internal circulation features would be designed to be both efficient and safe for vehicular traffic pursuant to relevant Highland GP policies and Highland MC § 16.40.040. Furthermore, Additionally, the Project's proposed components would not be an incompatible use that would substantially increase hazards. Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

d) *Result in inadequate emergency access?*

Less than Significant Impact. As previously noted in Threshold c) above, the Project's design features, and street frontage improvements would be developed in compliance with all relevant design regulations pertaining to emergency access and regulations. Per Highland GP Policy 3.1.5, the Project would employ traffic control measures (e.g., install traffic signals, provide access restrictions, etc.) to ensure that Meines Street and Palm Avenue and function as intended, and would allow emergency vehicles to safely enter and exit the Project site during construction activity. As a standard practice, if road closures (complete or partial) were necessary, the City Police and Fire Departments would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. Therefore, adherence with all applicable local policies, regulations, and design standards would ensure that adequate emergency access would not be affected. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

A Traffic Study was conducted for the Project in accordance with the traffic study requirements of the City's 2016 Public Works Policies, Procedures and Standards and the San Bernardino Association of Governments (SANBAG) Congestion Management Program (CMP). However, the following analysis is provided for informational purposes only, as additional delay – to an intersection or roadway segment – is no longer required by or considered a significant impact under CEQA.

As discussed in the Traffic Study, the Project, in conjunction with cumulative projects, would contribute to the level of service (LOS) deficiency of two intersections by Project Opening Year 2024. To address deficiencies at the identified intersections, the Traffic Study recommended improvements that may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair-share contribution toward future improvements, or a combination of these approaches. Similar to the Project, cumulative projects would be subject to similar improvements, and payment of fees to ensure that impacts to the existing circulation system are minimized.

Additionally, as discussed above, the Traffic Study also analyzed the Project's VMT impacts using the County's Transportation Impact Study Guidelines which provides options for both methodologies and VMT screening. As concluded in Threshold b), the Project is located in a Low VMT Area and therefore met the Low VMT Area Screening criteria. Therefore, a less than significant cumulative impact would occur regarding VMT.

4.18 TRIBAL CULTURAL RESOURCES

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?			X	
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		X		

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California:

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less than Significant Impact. As part of the cultural resources research conducted, a records search of the NAHC Sacred Lands File (SLF) concluded a positive result for potential cultural resources within the Project site. The NAHC provided a list of Native American tribes who also have knowledge of cultural resources in the Project area.

As previously discussed in **Section 4.5, Cultural Resources**, a records search conducted by SCCIC revealed that 21 cultural resource studies have taken place within one-half mile of the Project site.

One of the previous studies assessed a small portion at the eastern edge of the Project site and one cultural resource (P-36-13750) was identified within the Project boundaries. Furthermore, 12 properties containing historic-period buildings were identified during the Field survey. As concluded in Section 4.5, Cultural Resources, P-36-13750 was not identified as a site for potential cultural resources. Furthermore, the 12 subject properties on the Project site are not listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). Therefore, a less than significant impact would occur.

Mitigation Measures: No mitigation is required.

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less than Significant with Mitigation Incorporated. The City completed the AB 52 tribal consultation for the Project on December 2022. On December 1, 2022, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. Those tribes were the: Gabrieleno Band of Mission Indians – Kizh Nation, Yuhaaviatam of San Manuel Nation (formerly known as the San Manuel Band of Mission Indians), and Soboba Band of Luiseno Indians.

As part of the Tribal Consultation process, no tribe requested further consultation with the City. However, the Yuhaaviatam of San Manuel Nation sent the City an email expressing their interest of the Project site. Although Yuhaaviatam of San Manuel Nation did not have any concerns with the Project's implementation, they provided information supporting the need for the implementation of **MMs TCR-1** and **TRC-2** due to the potential for tribal cultural resources to be discovered during ground disturbance activities. Therefore, implementation of **MMs TCR-1** and **TCR-2** would ensure that impacts to tribal cultural resources would be reduced to a less than significant level.

Mitigation Measures:

MM TCR-1 The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CR-1, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

MM TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

Cumulative Impacts

The Project would not result in tribal cultural resources impacts beyond what was contemplated for the Project site. Therefore, no cumulative impacts related to tribal cultural resources would result from Project implementation.

4.19 UTILITIES AND SERVICE SYSTEMS

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

a) *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?*

Less than Significant Impact.

The following utilities would be necessary for the Project site:

- Water – East Valley Water District
- Wastewater (Sewer) – East Valley Water District (EWVD)
- Drainage (Stormwater) – San Bernardino County Flood Control District (SBCFCD)
- Solid Waste – Burrtec Waste Industries, Inc. (Burrtec)
- Electricity – Southern California Edison (SCE)

- Natural Gas – Southern California Gas Company (SoCal Gas)
- Telecommunications – AT&T and Time Warner Cable

Wastewater

The Project would receive wastewater services from the EWVD. EWVD maintains the City's sewer system and accepts all sewage generated within its service boundary, including the City. EVWD's existing sewer system consists of approximately 213 miles of pipeline, 4,400 sewer manholes, and five diversion structures. Wastewater treatment is conveyed to the regional treatment plant (San Bernardino Water Reclamation Plant [SBWRP]) via its Joint Powers Agreement (JPA) with the San Bernardino Municipal Water District (SBMWD) who treats all wastewater generated within the EVWD service area. The SBWRP processes an average sewage flow of approximately 26 to 27 mgd from its service area, including the City. The plant's total sewage capacity is 33 mgd. Additionally, EVWD, constructed its Sterling Natural Resource Center (SNRC) that initially treats up to 8 MGD and is expandable to treat ultimate buildout of approximately 10 MGD. The EVWD's Sewer Master Plan addresses the current and future needs of its service area. Since the Project would be consistent with current land use designations, the EVWD would not require the construction of new or expanded wastewater facilities to serve the Project. Therefore, impacts would be less than significant.

Water[66]

Water services to the Project would also be provided by the EVWD and would be subject to the Upper Santa Ana River Watershed's 2020 Integrated Regional Urban Water Management Plan (IRUWMP) for the EVWD. EVWD's water supply consists primarily of groundwater from wells in the western portion of the service area. These wells, in the San Bernardino Basin, supply approximately 80% of the total water supply. In addition to groundwater, EVWD provides treated surface water from the Santa Ana River and the State Water Project (SWP) by way of Plant 134, an 8 MGD water treatment plant. Plant 134 was originally constructed in 1996 and upgraded from 4 MGD to 8 MGD in 2013.

The Project would comply with the Highland GP Policies 4.2.1 which would require the Project Applicant to work with EVWD to meet water supply requirements which includes, but is not limited to, connection fees and monthly water service charge. Additionally, the Project applicant is required to complete a water-efficient landscape plan pursuant to Highland MC § 16.40.390 to reduce water consumption.[67] Lastly, EVWD has taken the water demand of future industrial projects (including the Project) into account towards year 2045 and indicates that no additional or new water facilities would be needed. Imported water is also available to EVWD and is available for purchase from Valley District which would be used to supplement EMVD's water supply. Therefore, the Project's use of water services would be less than significant.

[66] Water Systems Consulting, Inc. (2022). *2020 IRUWMP – EVWD 2020 UWMP.* Available at: https://eastvalley.org/DocumentCenter/View/2734/Part-2-Chapter-6_EVWD-2020-UWMP_Final (accessed January 2023).

[67] City of Highland. (2022). *Highland MC – Section 16.40.390 Water efficient landscape requirements.* Available at: https://www.codepublishing.com/CA/Highland/#!/html/Highland16/Highland1640.html (accessed January 2023).

Electricity, Natural Gas, Telecommunications

SCE would provide electricity services to the Project; SoCal Gas would provide natural gas services to the Project; and AT&T or Time Warner would provide telecommunication services to the Project. Implementation of the Project would not require the relocation existing utility facilities nor create the need to construct additional electricity, natural gas, and telecommunication facilities to meet the Projects utility demand. The Project Applicant would also be subject to all applicable connection fees pursuant to the Highland MC. Therefore, the Project's use of electricity, natural gas, and telecommunications would be less than significant. Refer to Section 4.6 Energy, for more information regarding the Project's impact concerning electricity and natural gas.

Mitigation Measures: No mitigation is required.

b) *Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?*

Less than Significant Impact. As previously noted above, the Project would be served with potable water by EVWD, which is 26.54 million gallons of water per year (m/gal/yr) and is comprised of groundwater, imported water and surface water. Based on the data reflected in the 2020 IRUWMP, EVWD is projected to have a water production potential of 24,923 acre-feet per year (AFY) to 28,188 AFY in a single dry year and multiple projected dry years, with a 3,677 AFY water supply surplus.[68] Therefore, the Project would have sufficient water supplies throughout future operations during normal, dry, and multiple dry years due to EVWD's excess water supply. Additionally, a will-serve letter provided by EVWD confirmed that there would be sufficient water resources to supply the Project. Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

c) *Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. As discussed above, the EVWD would have sufficient wastewater treatment facilities and capacity to service the Project. The Project also proposes sewer improvements to and from the Project site. service the Project. A due diligence report conducted for the Project concluded that no issues with the capacity of downstream facilities would occur with implementation with the Project. The Project Applicant would also pay a pass-through fee to the City of San Bernardino required for treatment. Therefore, the EVWD has adequate capacity to serve the Project's projected demand, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

[68] Water Systems Consulting, Inc. (2022). *2020 IRUWMP – EVWD 2020 UWMP*. Available at: https://eastvalley.org/DocumentCenter/View/2734/Part-2-Chapter-6_EVWD-2020-UWMP_Final (accessed January 2023).

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Solid waste service for the City is provided by the Mid-Valley and San Timoteo landfills. The San Timoteo landfill is located in the City of Redlines, approximately seven miles to the south, and it is the closest landfill to the Project site. According to CalRecycle, the San Timoteo landfill has a maximum permitted throughput of 2,000 tons per day. The landfill has a maximum permitted capacity of 23,685,785 cubic yards, and a remaining capacity of 12,360,396 cubic yards.[69]

The Project would generate solid waste in both short-term construction and long-term operation phases. According to CalRecycle's Estimated Solid Waste Generation Rates, the Project is anticipated to generate the following pounds of waste:[70]

Warehouse: 13.82 lb/emp/day

- Proposed Industrial building = 13.82/285 emp/day
  = 3,939 lbs/day

As previously shown, the Project's total anticipated solid waste would be approximately 3,939 lbs per day or 1.97 tons per day. When compared to the San Timoteo landfill, the Project's solid waste generation would equate to 0.09 percent of the landfill's maximum permitted throughput. Therefore, the Project would not generate solid waste in excess of State or local standards, and impacts would be less than significant.

Mitigation Measures: No mitigation is required.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. The Project is required to adhere to all applicable Highland MC ordinances pertaining to waste reduction, recycling, and management which includes, but is not limited to, Highland MC Chapter 8.13 Mandatory Organic Waste Disposal Reduction and Chapter 8.12, Integrated Waste Management. The Project would also implement BMPs pursuant to the Project's WQMP and SWPPP that would help reduce solid waste generation and runoff via stormwater. Therefore, with adherence of applicable State, and local regulations, impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

The context for accessing cumulative impacts to utilities varies depending on project's location to each service area and the capacity of the utility. Long-term maintenance and expansion of both wet and dry utilities would be required as the region continues to grow. Development of public utility infrastructure is

[69] CalRecycle. (2023). *San Timoteo Sanitary Landfill (36-AA-0087)*. Available at: https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1906?siteID=2688 (accessed January 2023).
[70] CalRecycle. (1993). *Estimated Solid Waste Generation Rates*. Available at: https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates (accessed January 2023).

part of an extensive planning process involving utility providers and jurisdictions with discretionary review authority. Projects are required to coordinate with the City and service provider to ensure that adequate utility resources are available to serve the cumulative demand of planned and future projects. Therefore, each individual project would be subject to review for utility capacity to avoid unanticipated interruptions in service or inadequate supplies. Coordination with service providers would also allow for the provision utility services. Furthermore, all projects are subject to applicable development impact fees, connection fees, and service fees designed to maintain and incrementally expand infrastructure to meet existing and growing demand.

The Project would require both wet and dry utilities for construction and operational activities. As concluded in the analysis above, the Project would have a less than significant impact to existing utilities and service systems. Therefore, the Project would not create a significant impact on utilities and services, no significant cumulative impacts would occur.

4.20 WILDFIRE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. CAL FIRE's VHFHSZ in Local Responsibility Areas Map (LRA) for the City shows that the Project site is not located in or near a State Responsibility Area (SRA). The nearest SRA to the Project site is located approximately 1.1 miles southeast, generally located between I-210 and Orange Street. The Project site is located in an LRA and not classified as a high or very high FHSZ. The closest VHFHSZ is located approximately 2.3 miles northeast of the Project site. Review of Highland GP Public Health and Safety Element, Figure 6-6, supports the finding that the Project site is located in or near an SRA and the Project site is not with a VHFHSZ. Therefore, no impact associated with the substantial impairment of an adopted emergency response plan would occur.

Mitigation Measures: No mitigation is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact. Refer to response a). The Project is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project site is relatively flat and near urban development. Therefore, the Project would not exacerbate wildfire risks, and thereby expose

project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. Refer to response a). The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project would include construction of a warehouse and associated infrastructure improvements. Development of the Project would not increase the risk of fire nor would it require the installation/maintenance of infrastructure near or in a SRA that would exacerbate fire risk. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. Refer to response a). The Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. The Project site is located in an urbanized area and therefore would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes associated areas within a SRA. Therefore, no impact would occur.

Mitigation Measures: No mitigation is required.

Cumulative Impacts

As concluded above, Project site is not located in or near an SRA and the Project site does not contain lands classified as VHFHSZ. Accordingly, the Project, related to wildfire hazards, would not contribute to an increase in other impacts including pollution, flooding, and emergency access and evacuation. Since the Project would not have any wildfire-related impacts, the Project would also not contribute to any potential cumulative impacts.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21. MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less than Significant with Mitigation Incorporated. All impacts concerning the substantial degradation to the quality of the environment, including impacts to the habitat of a fish or wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plant or animal species, and historical and prehistorical resources were evaluated as part of this IS/MND. As concluded in **Section 4.4, Biological Resources**, **Section 4.5, Cultural Resources** and **Section 4.17, Tribal Cultural Resources**, impacts would be less than significant with the implementation of **MMs BIO-1, CUL-1, GEO-1, TCR-1,** and **TCR-2**. Therefore, with the implementation of mitigation measures, the Project would not substantially degrade the quality of the environment as impacts would be reduce to a less than significant level.

Mitigation Measures: See **MMs BIO-1, CUL-1, GEO-1, TCR-1,** and **TCR-2** in their respective sections.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Less than Significant with Mitigation Incorporated. As discussed throughout this IS/MND, the Project would not have impacts that would be cumulatively considerable. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation has been imposed to reduce potential effects to less than significant levels. As such, incorporation of **MM HRA-1** (refer to Section 4.8, Greenhouse Gas Emissions), the Project would reduce potential significant greenhouse gas effects.

Mitigation Measures: See **MM HRA-1** in Section 4.8, Greenhouse Gas Emissions of this IS/MND.

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Less than Significant with Mitigation Incorporated. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND in each respective section. No portion of the proposed Project is anticipated to have or cause a cumulative environmental effect that would cause substantial effects on human beings with implementation of **MM HRA-1.** A less than significant impact is anticipated to occur.

Mitigation Measures: See **MM HRA-1** in Section 4.8, Greenhouse Gas Emissions of this IS/MND.

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Exhibit 2:

Mitigation Monitoring and Reporting Program

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

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

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

Mitigation Measures	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
purchase or rental agreement) to the City of Highland Planning Department and Business License Department to verify, to the City's satisfaction, that any off-road equipment utilized will be electric-powered.				
TRIBAL CULTURAL RESOURCES				
MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed in CUL-2, of any pre-contact and/or historic-era cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resource Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.	Project Applicant; Qualified Archaeologist	During construction activities	City of Highland	
MM TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.	Project Applicant; City of Highland	During construction and operations	City of Highland	

STATE OF CALIFORNIA)

COUNTY OF SAN BERNARDINO)

CITY OF HIGHLAND)

I, Camille Goritz, Administrative Assistant III of the City of Highland, California, do hereby certify Resolution No. 2023-028 was duly and regularly adopted by the Planning Commission of the City of Highland, California, at a regular meeting thereof held on the 20th day of June 2023, by the following vote:

AYES: Hamerly, Miller, Thomas

NOES: None

ABSTAIN: None

ABSENT: Amaya, Sutorus

Camille Goritz, Administrative Assistant III

Attachment 7: Resolution No. 2026-____ Approving Extension of Time Application (EXT 25-007)

RESOLUTION NO. 2026 – _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND APPROVING A TWO (2) YEAR EXTENSION OF TIME (EXT 25-007) FOR DESIGN REVIEW APPLICATION (DRA 22-022), AND TENTATIVE PARCEL MAP NO. 20680 (TPM 22-011) RELATED TO THE DEVELOPMENT OF A 284,917 SQUARE FOOT WAREHOUSE LOCATED AT THE NORTHWEST CORNER OF PALM AVENUE AND MEINES STREET.

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

APPLICANT: Lovett Industrial

A. RECITALS

1. On June 20, 2023, the Planning Commission adopted Resolution No(s). 2023-026, 2023-027, and 2023-028, approving Design Review Application (DRA 22-022), Tentative Parcel Map No. 20680 (TPM) 22-011 and Certifying a Mitigated Negative Declaration (ENV 23-004) for the development of a 284,917 square foot warehouse on approximately 12.8 acres located at the northwest corner of Palm Avenue and Meines Street. Highland, CA.

2. On June 20, 2023, the City of Highland Planning Commission adopted Resolution No. 2023-028, adopting a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project. Pursuant to the California Environmental Quality Act, a Notice of Determination for Mitigated Negative Declaration (ENV 23-004) was filed with the San Bernardino County Clerk of the Board of Supervisors on June 27, 2023.

3. The subject entitlements were valid for a period of three years, expiring on June 20, 2026.

4. On April 1, 2025, the Planning Commission adopted resolution 2025-005 approving Extension of Time (EXT 25-001) application for a one (1) year extension of Design Review Application (DRA-22-022), and Tentative Parcel Map No. 20680 (TPM 22-011) extending the expiration date to June 20, 2027.

5. In December of 2025, The Applicant submitted an Extension of Time (EXT 25-007) application to extend the expiration date of Design Review Application (DRA-22-022), and Tentative Parcel Map No 20680 (TPM 22-0011) for an additional two (2) years to June 20, 2029.

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:

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 March 3, 2026, Public Hearing, including public testimony and written and oral Staff Reports, the Planning Commission finds as follows:

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

Section 3. Findings of Fact

a. The Planning Commission finds that the Findings of Fact made in Resolution No. 2026-____ on March 3, 2026, for Extension of Time (EXT 25-007) for Design Review Application (DRA-22-022), and Tentative Parcel Map No. 20680 (TPM 22-011) are true and correct and uphold all previous findings as stated in the adopted Resolution No(s). 2023-026, 2023-027, and 2023-028 incorporated herein by reference.

b. Granting of the extension will not be detrimental to the public health, safety, or welfare or materially injurious to properties or improvements in the vicinity.

Section 4. Based on the Findings of Fact and Conclusions set forth above, the Planning Commission recommends approval of Extension of Time Application No. 25-007, subject to the original conditions of approval, granting a two (2) year Extension of Time, to June 20, 2029, for Design Review Application (DRA-22-022) and Tentative Parcel Map (TPM 22-011) related to the development of a 284,917 square foot warehouse.

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 3rd day of March 2026.

ATTEST:

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

Staff Report
to the Planning Commission

Agenda Item No. 3.

Date:	March 3, 2026
From:	Lawrence Mainez, Community Development Director
Reviewed By:	Kim Stater, Assistant Community Development Director
Prepared By:	Travis Trejo, Assistant Planner
Subject:	Conditional Use Permit Application (CUP 25-008) for a new telecommunications facility including a 60' faux Mono Eucalyptus located behind an existing church building on approximately 6.9 acres at the southeast corner of Base Line and Church Street, 28909 Base Line, Highland (APN 1210-011-38).

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

Recommendation:
Adopt Resolution No. 26 – ____, approving Conditional Use Permit Application (CUP 25-008) for a 60-foot tall Mono Eucalyptus-stealthed wireless telecommunication tower and associated 300 square-foot equipment shelter subject to the Conditions of Approval and Findings of Fact.

Fiscal Impact:
The Applicant submitted the required deposit for processing a Conditional Use Permit Application. Staff time spent working on the application is charged to this deposit.

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

Project Detail:
Public Notice Posting and Mailing:
On February 20, 2026, a Public Hearing Notice was posted on the City's website, published in the San Bernardino Sun, mailed to property owners within 300 feet of the project site and emailed to those requesting notice.

Fiscal Impact:
The Applicant submitted the required deposit for processing a Conditional Use Permit Application. Staff time spent working on the application is charged towards this deposit.

Environmental Review:
This project is Categorically Exempt from environmental proceedings pursuant to Section

15303, Class 3, *New Construction or Conversion of Small Structures*, of the California Environmental Quality Act (CEQA) Guidelines because:

(a) the project consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

(b) The project falls under a water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

Public Comment: At the time of preparing this report, staff received eleven (11) public comments in favor and eighteen (18) comments in opposition to this project.

Comments from surrounding residents in favor of the project expressed that during their time living in the area, their service has been unreliable, and the tower would be a welcome addition to assist in receiving good service. Comments in opposition include concerns about negative health impacts from 5G radio frequency (RF) exposure, reduction of property values, aesthetics, and environmental concerns.

While a number of these issues are inconclusive and under varying opinions, staff and the applicant have been working to address these issues. Aesthetics of the tower can be seen in the provided photo simulations, and staff have requested faux branches to start lower on the tower for increased camouflaging. Additionally, the leased area will be screened by an 8 ft' CMU wall behind existing landscaping. The applicant has identified that "having quality access to wireless broadband is no longer a luxury, it is a necessity." They have identified that 73% of households are wireless only and that cell service has emerged as a critical factor in home buying decisions.

Regarding RF exposure, Verizon takes its compliance obligations seriously and has implemented a comprehensive RF safety compliance program as part of its continuing efforts to comply with FCC standards on RF emissions. All of Verizon’s telecommunications equipment and networks comply with the FCC's RF safety standards. This includes ensuring that equipment is placed a safe distance from individuals, homes, and other areas to which the general public has access. The standards have wide safety margins and are designed to protect everyone (Attachment 6).

Description of the Site:
The project site is at the rear of a church site known as House of God Lutheran Church located on approximately 6.9 acres at the southeast corner of Base Line and Church Street. The proposed faux Eucalyptus wireless tower and ground mounted equipment are to be located behind the church near the southeast property line (Attachment 1). The site has a Zoning Designation of Planned Development — East Highlands Ranch PUD with underlying designation of Neighborhood Commercial NC).

Surrounding Land Uses:

	Existing Use	**General Plan Designation**	**Zoning Designation**
Site	House of God Lutheran Church	Planned Development (PD)	Planned Development (PD)

North	East Highlands Center	Planned Development (PD)	Planned Development (PD)
South	East Highland	Planned Development (PD)	Planned Development (PD)
East	HOA open space for Bledsoe Gulch	Planned Development (PD)	Planned Development (PD)
West	Single-family homes	Planned Development (PD) Low Density (LD)	Planned Development (PD) Single Family Residential (R-1 10,000)

Project Review / Analysis:
In accordance with the Highland Municipal Code, the proposed facility is considered a “Major” wireless telecommunication facility. Subject to Section 16.45.100 of the Land Use and Development Code, a Conditional Use Permit Application is required for the proposed project.

Faux Eucalyptus Wireless Tower:
The proposed wireless telecommunication facility is to be disguised as a Eucalyptus tree which blends in with nearby landscape along the perimeter of Bledsoe Gulch to the east. To meet the needs for coverage and minimum antenna separation, the applicant is proposing a sixty-foot (60') tall tree based on the minimum antenna separation of five (5’) feet (Attachment 2).

The antennas are proposed to go in approximately forty-seven (47’) feet above grade. The branches are proposed to start at twenty feet above grade. Staff is suggesting that these branches start closer to the ground at a proposed ten (10’) feet. The applicant is expressing concerns over attempts at climbing the structure and have proposed branches to start at (15’) feet. The applicant has expressed that collocation opportunities will be evaluated on a case-by-case basis to ensure compliance with structural, operational, and regulatory requirements.

Equipment Shelter:
A new equipment shelter would occupy an area 17.4 feet by 17.4 feet (~300 sq. ft.) attached to the rear of the church building. The shelter as proposed will be built of cinder block eight (8’) feet tall and eight (8’) feet tall wrought iron (Attachment 2). Staff requested the CMU wall to be extended around all sides in lieu of the proposed wrought iron for screening purposes along all sides, which the applicant has agreed to. The block will be stuccoed to match the existing church building.

The proposed facility is unmanned and will operate twenty-four (24) hours a day, seven (7) days a week with occasional maintenance visits.

Site Selection:
The Applicant has submitted digitized maps that illustrate current and future network signal levels associated with the proposed wireless telecommunication facility location. The site selection was based on: 1) the availability of existing structures upon which to mount their equipment; 2) locations where the existing topography, provided the greatest coverage, and; 3) parcels where significant visual mitigation is not required. These factors were reviewed and balanced against other factors, including owner acceptance and cooperation, and City Municipal Code for the proposed application.

Based on the applicant's area in need of service, it was determined that this location best met the placement and coverage needs. Consideration was given to the option to co-locate onto the existing SBA Communications tower to the north at 7223 Church Street. SBA was contacted to determine availability. SBA confirmed that the only available RAD (centerline) for collocation was approximately 43 feet. Verizon's RF team reviewed this opportunity and determined that the available centerline would not meet the project's coverage and capacity objectives due to insufficient elevation. Additionally, the adjacent commercial building located near the tower would likely create signal shadowing, further limiting the effectiveness of the installation at the available height.

At the time of inquiry, SBA indicated they were already coordinating with AT&T on a proposed 15-foot extension of the existing tower. However, that extension was not available to Verizon when initially contacted, and there was no confirmed timeline or additional mounting position that would accommodate the applicant's RF requirements.
Based on the limited available mounting height, potential signal obstruction from surrounding structures, and lack of a viable collocation position meeting RF objectives, the existing SBA tower was determined to be infeasible for this project.

Setback Requirements:
In accordance with the Municipal Code, all towers requiring a Conditional Use Permit must be setback a distance equal to at least seventy-five percent (75%), of the height of the tower from any adjoining lot line. In the case of this proposal, the Tower's location is approximately adjacent to the eastern property line. Per HMC 16.45.100.B.4 this setback requirements may be altered by Planning Commission.

According to the Highland Municipal Code, all major wireless telecommunication facilities to be setback two hundred feet (200') from residentially zoned property. As proposed, the tower leasing area comes within one hundred ninety-three (193') feet of the closest residential zoned parcel to the west. This is non-compliant but may be altered via Planning Commission approval.

Sight Analysis (Visual Impact):
In accordance with the Highland Municipal Code, the Applicant has provided photo simulations to demonstrate the impact to views from the public right-of-way along Base Line and Church Street (Attachment 3). The tower application is proposing a faux Eucalyptus tower due to the existing Eucalyptus trees that border the rear of the site. This location was chosen due to it being the furthest location on site from the street and the backdrop of trees behind the building around the perimeter. Faux branches and leaves are proposed on the tower to better disguise the cell tower.

Tower Separation Requirements:
The Highland Municipal Code requires all Wireless Telecommunication facilities under seventy-five feet (75') in height to be separated by a minimum of five hundred feet (500') measured in a straight line. The proposed Wireless Telecommunication Facility is approximately four hundred seventy-five (475') feet from the nearest entitled tower located at 7223 Church Street. Based on the limited available mounting height of that tower, it would not meet the project's coverage and capacity objectives.

The adjacent commercial building located near the tower would likely create signal shadowing and potentially obstruct signals. The existing SBA tower was determined to be infeasible for this project. Similar to the setback requirements, these separation requirements may be

altered via Planning Commission approval.

Height:
Approval would permit the existing wireless telecommunication facility to be sixty feet (60') in height. The Planned Development zone allows applicants to derive their own development standards. However, the East Highland Ranch Planned Unit Development Standard Report classifies this parcel as Neighborhood Commercial. Neighborhood Commercial Zoning Designation has a maximum height of thirty-five feet (35') for all structures. HMC Chapter 16.45 "Wireless Telecommunication Facilities" gives the Planning Commission the authority to approve towers that exceed the maximum height of the Zoning District. The height of the new tower, as proposed, will maintain the existing wireless provider their signal range and afford the applicant the coverage they need.

Development Standards:
The proposed wireless facility is required to meet certain development standards of the Highland Municipal Code Chapter 16.45, *Wireless Telecommunication Facilities*, which states that, “Some exception can be made and the planning commission may waive or reduce the burden on the applicant of one or more of these criteria if the planning commission concludes that the goals of this section are better served.” The applicant is requesting reductions on all setback requirements that are not being satisfied. The evidence submitted are acceptable reasons, as stated in Section 16.45.100.B.4. of the City’s Regulations to allow the Applicant to construct this facility on-site.

Conclusion:
The Applicant considered other locations, each of which had placement constraints or they failed to effectively cover the area of needed service. The wireless communication facility is disguised as a faux Eucalyptus tree, allowing it to blend in amongst existing trees and foliage on and off the project site reducing or eliminating visual impacts while still permitting the best possible service for the surrounding area. As assessed and conditioned, the subject project satisfies the purpose and intent of Highland Municipal Code Chapter 16.45, Wireless Telecommunication Facilities to the closest reasonable standards. Therefore, Staff recommends approval of the proposed project, subject to the Resolution and Finding of Facts (Attachment 7).

Attachments:
1. Area Map
2. Project Plans
3. Photo Simulation View
4. Verizon Coverage Maps
5. Public Comments
6. Applicant Response Letters
7. Resolution No. 2026-____ for Conditional Use Permit (CUP 25-008)

Attachment 1:

Area Map

Area Map


7271
Church St
Baseline St
Baseline St
Baselin
Baselin
LOT 119
APN
1210-011-38-0-000
Church St
7365
7377
7385
7401
28956
28950

Attachment 2:

Project Plans

verizon

CHURCH

PROJECT ID: 17417587

28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

OVERALL HEIGHT 60-0"

PROJECT TEAM

SITE ACQUISITION /PLANNING:
SMARTLINK LLC
10 CHURCH CIRCLE
ANNAPOLIS, MD 21401
CONTACT: VERONICA ARVIZU
PHONE: (858)602-6380

CIVIL ENGINEER:
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
CONTACT: GARRETT HAWTHORNE
PHONE: (702) 367-7705
FAX: (702) 367-8733

ELECTRICAL ENGINEER:
DGS CONSULTING ENGINEERING SERVICES LLC
9811 W. CHARLESTON BOULEVARD, SUITE 2539
LAS VEGAS, NEVADA 89117
CONTACT: DEREK G. STEFUREAC
PHONE: (702) 885-1552

SURVEYOR:
CELLSITE CONCEPTS
16885 VIA DEL CAMPO CT., SUITE
318, SAN DIEGO, CA 92127
CONTACT: SEV FRANCISCO
OFFICE PHONES: 858.432-4112 /
858.432-4257 EX. 103

VERIZON WIRELESS SIGNATURE BLOCK

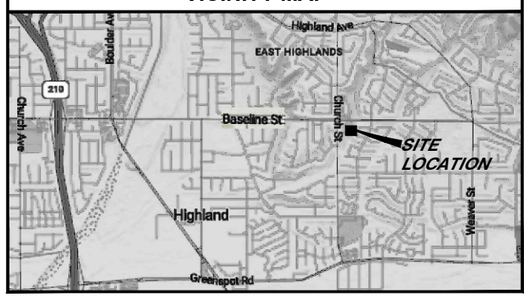
DISCIPLINE:	SIGNATURE:	DATE:
RE VENDOR:		
A&E VENDOR:		
A&E COORDINATOR:		
UTILITY VENDOR:		
RF:		
RE:		
CE:		
EE:		
TRANSPORT:		

PROJECT DESCRIPTION

THIS PROJECT IS A VERIZON WIRELESS UNMANNED TELECOMMUNICATION WIRELESS FACILITY. IT WILL CONSIST OF THE FOLLOWING:

- INSTALLATION OF A 400 SQ. FT. VERIZON WIRELESS TELECOMMUNICATIONS FACILITY
- INSTALLATION OF (12) VERIZON WIRELESS PANEL ANTENNAS AT A 51' CENTERLINE MOUNTED ON A NEW 60' ANTENNA STRUCTURE
- INSTALLATION OF (2) VERIZON WIRELESS PARABOLIC ANTENNAS
- INSTALLATION OF (12) VERIZON WIRELESS REMOTE RADIO UNITS (RRUs)
- INSTALLATION OF (3) VERIZON WIRELESS TOWER MOUNTED JUNCTION BOXES
- INSTALLATION OF (3) VERIZON WIRELESS MACROCELL EQUIPMENT CABINETS ON A CONCRETE PAD
- INSTALLATION OF A VERIZON WIRELESS GPS ANTENNA
- INSTALLATION OF A VERIZON WIRELESS 8' BLOCK WALL
- INSTALLATION OF A VERIZON WIRELESS 8' WROUGHT IRON FENCE
- INSTALLATION OF A VERIZON WIRELESS 4' WIDE SOLID METAL GATE
- INSTALLATION OF A VERIZON WIRELESS 30KW GENERATOR WITH A 168 GALLON DIESEL TANK ON A CONCRETE PAD
- HYBRIFLEX CABLE RUNS FROM RADIOS TO ANTENNAS
- NEW FIBER CONDUIT RUN TO CABINETS
- NEW 200A DEDICATED ELECTRICAL SERVICE TO METER

VICINITY MAP



DRIVING DIRECTIONS

FROM: VERIZON OFFICE TO: SITE ADDRESS

FROM 15505 SAND CANYON AVENUE, IRVINE, CALIFORNIA 92618: DEPART AND HEAD (NORTHEAST) 56 FT; TURN RIGHT, THEN IMMEDIATELY TURN RIGHT ONTO SAND CANYON AVE 0.4 MI; TURN LEFT ONTO BARRANCA PKWY 1.0 MI; TURN RIGHT ONTO PACIFICA 0.1 M; TAKE THE RAMP ON THE RIGHT AND FOLLOW SIGNS FOR CA-133 NORTH 3.9 MI; AT EXIT 14B, HEAD LEFT ON THE RAMP FOR CA-241 NORTH TOWARD RIVERSIDE 12.2 MI; AT EXIT 39A, HEAD RIGHT ON THE RAMP FOR CA-91 EAST TOWARD RIVERSIDE 6.4 MI; AT EXIT 47, HEAD RIGHT ON THE RAMP FOR SERFAS CLUB DR TOWARD AUTO CENTER DR 2.8 MI; AT EXIT 50, HEAD ON THE RAMP RIGHT AND FOLLOW SIGNS FOR MAIN ST 0.3 MI; TAKE THE RAMP ON THE RIGHT FOR CA-91 E 0.2 MI; KEEP LEFT TO GET ONTO CA-91 E 15.3 MI; KEEP STRAIGHT TO GET ONTO I-215 N 5.4 MI; AT EXIT 40A, HEAD RIGHT ON THE RAMP FOR I-10 EAST TOWARD REDLANDS 5.4 MI; AT EXIT 77B, HEAD RIGHT ON THE RAMP FOR CA-330 / CA-210 TOWARD BIG BEAR / HIGHLAND 3.9 MI; AT EXIT 82, HEAD RIGHT ON THE RAMP FOR BASELINE ST TOWARD BASE LINE RD 0.3 MI; TURN RIGHT ONTO BASELINE ST 1.5 MI; ARRIVE AT BASELINE ST. THE LAST INTERSECTION BEFORE YOUR DESTINATION IS CHURCH ST, SITE WILL BE ON SE CORNER OF INTERSECTION.

PROJECT SUMMARY

APPLICANT/LESSEE

verizon
VERIZON WIRELESS
15505 SAND CANYON AVENUE
BUILDING C
IRVINE, CALIFORNIA 92618
OFFICE: (949) 286-7000

ASSESSOR'S PARCEL NUMBER
APN: 1210-011-38-0-000

PROPERTY OWNER:

OWNER:	E HIGHLANDS RANCH MASTER HOMEOWNERS
ADDRESS:	7136 CLUB VIEW DRIVE HIGHLAND, CALIFORNIA 92346
CONTACT:	SPENCER MATHEY
TELEPHONE:	(909) 425-3972 x6271

PROPERTY INFORMATION:

SITE NAME:	CHURCH
SITE ADDRESS:	28909 BASE LINE STREET HIGHLAND, CALIFORNIA 92346
JURISDICTION:	CITY OF HIGHLAND

CONSTRUCTION INFORMATION

AREA OF CONSTRUCTION:	17'-4" X 17'-4" (~300 SF) & 10'-0" X 10'-0" (100 SF) & 411 SF
OCCUPANCY TYPE:	U
TYPE OF CONSTRUCTION:	V-B
CURRENT ZONING:	PLANNED DEVELOPMENT (PD)
ADA COMPLIANCE:	FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. MACHINERY SPACES ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS PER THE CBC SECTION 11B-203.5.

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

CODE COMPLIANCE

- 2022 CALIFORNIA ENERGY CODE
- 2022 CALIFORNIA BUILDING CODE
- 2022 CALIFORNIA ELECTRICAL CODE
- 2022 CALIFORNIA FIRE CODE
- 2022 CALIFORNIA GREEN BUILDING CODE
- 2022 CALIFORNIA MECHANICAL CODE
- 2022 CALIFORNIA PLUMBING CODE
- 2022 CALIFORNIA EXISTING BUILDING CODE

SHEET	DESCRIPTION	REV
T1	TITLE SHEET	2
LS-1	TOPOGRAPHIC SURVEY	2
LS-2	TOPOGRAPHIC SURVEY	2
LS-3	NOTES & TITLE REPORT EXCEPTIONS	2
A1	SITE PLAN	2
A2	ENLARGED SITE PLAN	2
A3	SITE DETAIL, ANTENNA & CABLE SCHEDULE AND ANTENNA LAYOUT	2
A4	SITE DETAIL WITH DIMENSIONS	2
A5	NORTH AND WEST ELEVATIONS	2
A6	SOUTH AND EAST ELEVATIONS	2

ZONING DRAWINGS

811 Know what's below. Call before you dig.

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN CALIFORNIA (SOUTH), CALL DIG ALERT
TOLL FREE: 1-800-227-2600 OR WWW.DIGALERT.ORG

CALIFORNIA STATUTE REQUIRES MIN OF 2 WORKING DAYS NOTICE BEFORE YOU EXCAVATE

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
TITLE SHEET

T1

REVISION: 2



VICINITY MAP

APN
1210-011-38-0-000

SITE ADDRESS
28909 BASE LINE STREET, HIGHLAND, CA 92346

TITLE REPORT
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH GUARANTEE NUMBER 932402318 DATED AUGUST 16, 2024.

BASIS OF BEARING
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE FIVE, DETERMINED BY GPS OBSERVATIONS.

BENCHMARK
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

FLOODZONE
SITE IS LOCATED IN FLOOD ZONE "X" AS PER F.I.R.M. MAP NO. 06071C8706H EFFECTIVE DATE 08/28/2008.

NOTES:
1. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP. THE PROPERTY LINES AND EASEMENTS SHOWN HEREON ARE FROM RECORD INFORMATION AS NOTED HEREON. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
2. ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
3. THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/−) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
4. WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED & SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE SURVEYOR PRIOR TO COMMENCEMENT OF ANY WORK.
5. FIELD SURVEY COMPLETED ON MAY 31, 2023.

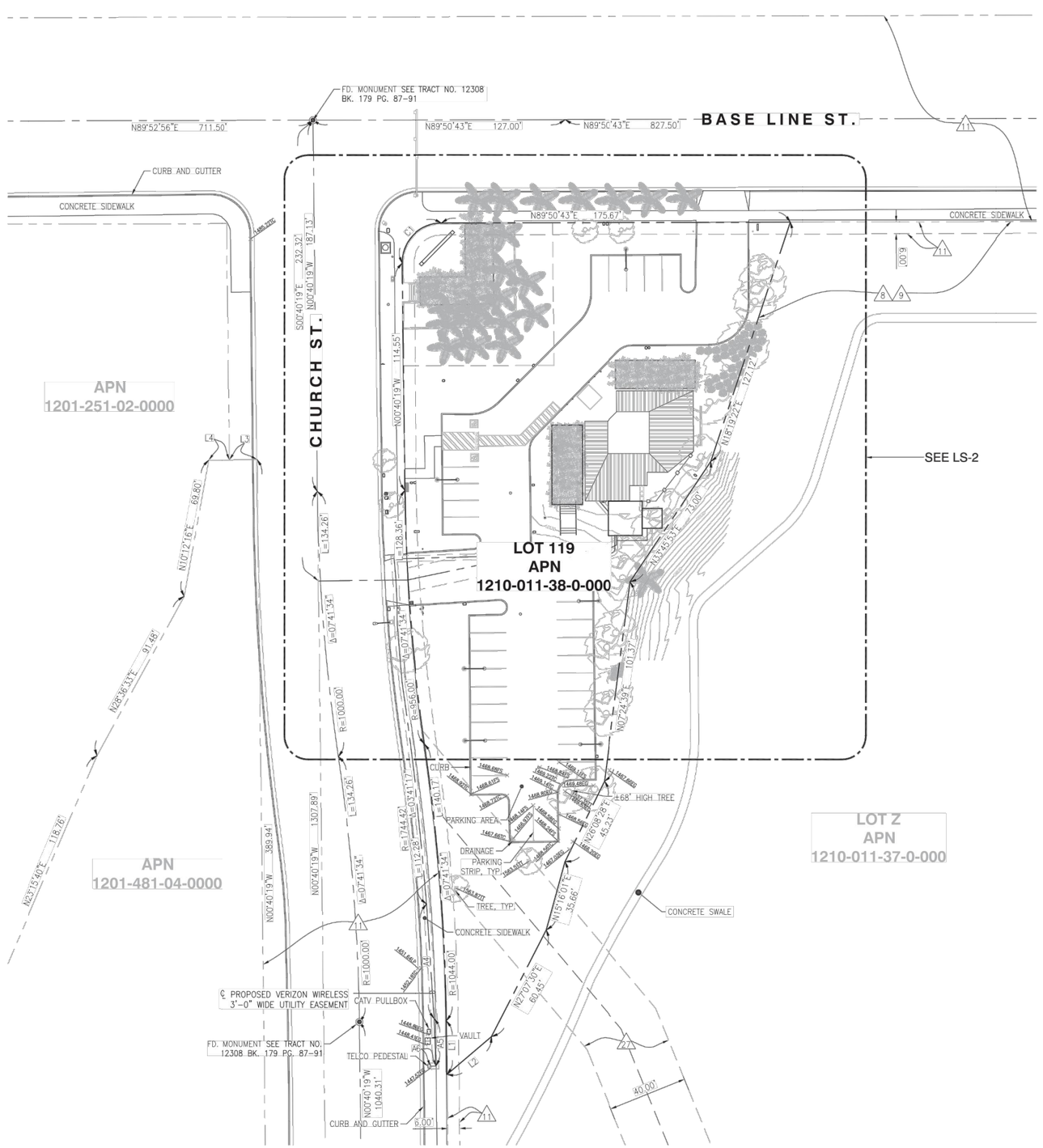
LEGENDS

——— – ———	CENTER LINE
—— – – ——	PROPERTY LINE
— — — —	EASEMENT LINE
EG	EXISTING GRADE
FS	FINISH SURFACE
LP	LIP OF GUTTER
TC	TOP OF CURB
TT	TOP OF TREE
	CATCH BASIN

MONUMENT
◉ FD. MONUMENT

PROPERTY LINES DERIVED FROM

TRACT NO. 12308 BK. 179 PG. 87–91	DATED MAY 17, 1985
TRACT NO. 17263 BK. 326 PG. 74–79	DATED MARCH 07, 2007



LINE TABLE		
NO.	LENGTH	BEARING
L1	27.00'	N00°40'19"W
L2	29.36'	N49°31'31"E
L3	13.96'	N89°19'41"E
L4	10.66'	N89°19'41"E

CURVE TABLE			
NO.	DELTA	RADIUS	ARC LENGTH
C1	90°31'02"	20.00'	31.60'

UTILITY EASEMENT LINE TABLE		
NO.	LENGTH	BEARING
A4	57.91'	S03°47'55"E
A5	23.97'	S02°03'19"E
A6	2.76'	N90°00'00"W

30' 0' 30' 60'
GRAPHIC SCALE: 1"=30'

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

SPECTRUM
4405 EAST AIRPORT DRIVE, SUITE 100
ONTARIO, CA 91761

cellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
2	10/25/2024	FINAL SURVEY
1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:
LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8750
Exp. 12/31/24
10/25/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY:	RNFR
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-1

LEGENDS

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- WROUGHT IRON FENCE
- CMU WALL
- EG — EXISTING GRADE
- FS — FINISH SURFACE
- TT — TOP OF TREE
- LP — LIP OF GUTTER
- TC — TOP OF CURB
- TL — TOP OF LIGHT POLE
- RR — ROOF RIDGE
- TW — TOP OF WROUGHT IRON FENCE
- TR — TOP OF TRELLIS
- FL — FLOW LINE
- TV — TOP OF VINES
- TF — TOP OF FLAGPOLE
- TB — TOP OF BUILDING
- EXISTING LIGHT POLE
- EXISTING SIGNAGE
- CATCH BASIN
- PALM TREE
- TREE
- BUSH

COORDINATES

PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA

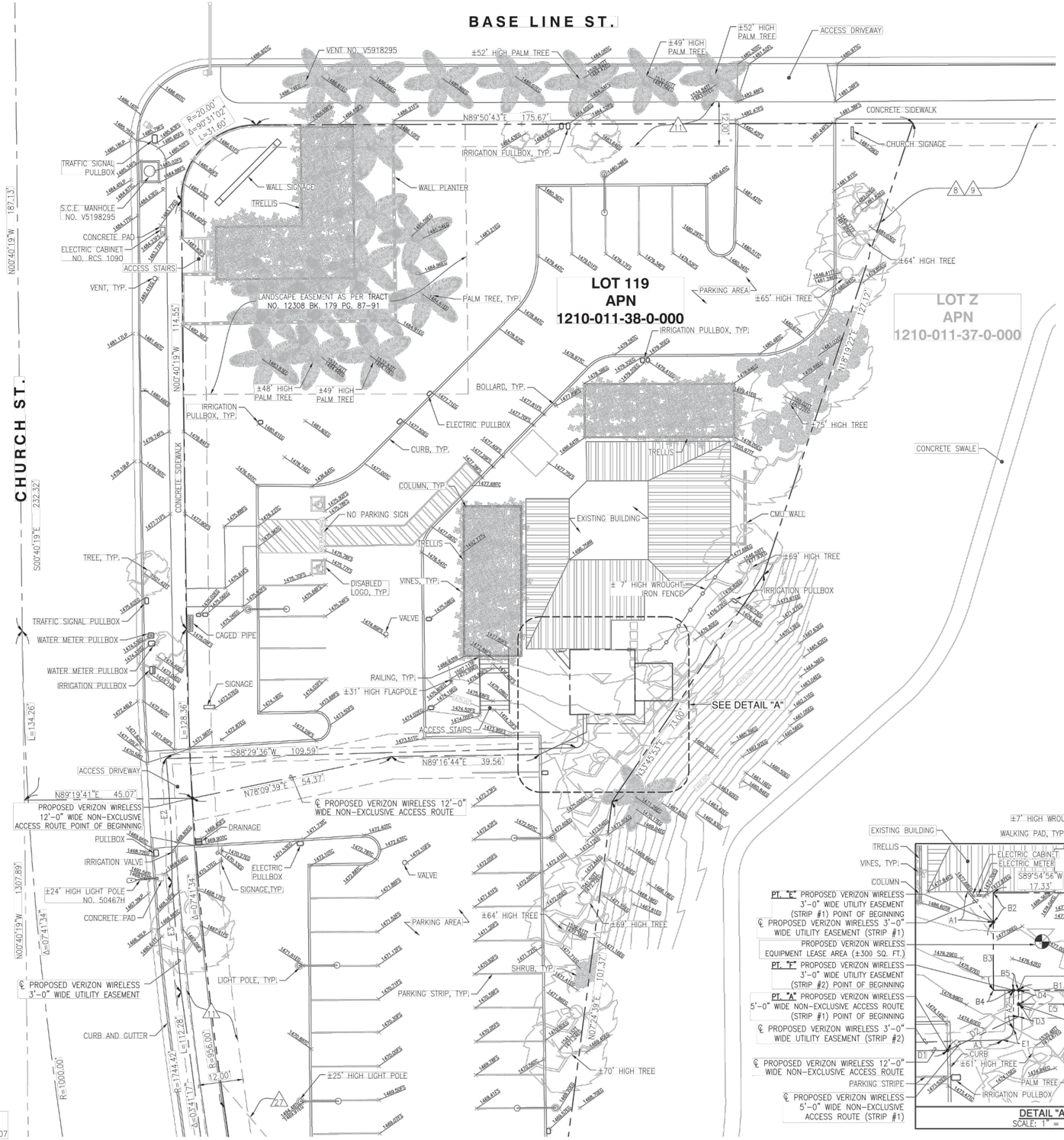
LATITUDE: 34°07'14.11"N (34.120586)

LONGITUDE: 117°10'23.97"W (−117.173325)

PROPOSED VERIZON WIRELESS TOWER LEASE AREA

LATITUDE: 34°07'14.11"N (34.120586)

LONGITUDE: 117°10'23.81"W (−117.173281)



15' 0' 15' 30'

GRAPHIC SCALE: 1"=15'

PROPERTY LINES DERIVED FROM
TRACT NO. 12308 BK. 179 PG. 87-91 DATED MAY 17, 1985
TRACT NO. 17263 BK. 326 PG. 74-79 DATED MARCH 07, 2007

DETAIL "A"
SCALE: 1" = 10'

UTILITY EASEMENT LINE TABLE		
NO.	LENGTH	BEARING
A1	7.08'	N40°33'03"W
A2	6.88'	S00°01'29"W
A3	109.59'	S88°29'36"W

LEASE AREA LINE TABLE		
NO.	LENGTH	BEARING
B1	12.86'	N89°54'56"E
B2	5.20'	S00°05'04"E
B3	12.14'	S00°05'04"E
B4	3.54'	N89°54'56"E
B5	0.93'	N89°54'56"E
B6	7.50'	N89°54'56"E
B7	10.00'	N00°05'04"W
B8	10.00'	S89°54'56"W
B9	10.00'	S00°05'04"E
B10	2.50'	N89°54'56"E

ACCESS ROUTE LINE TABLE		
NO.	LENGTH	BEARING
D1	39.56'	N89°16'44"E
D2	13.99'	N64°35'32"E
D3	2.22'	N00°00'00"E
D4	2.50'	N00°00'00"E
D5	15.36'	N89°54'56"E
D6	6.15'	N00°05'04"W

UTILITY EASEMENT CURVE TABLE			
NO.	DELTA	RADIUS	ARC LENGTH
E1	88°31'04"	2.00'	3.09'
E2	06°03'59"	312.63'	33.10'
E3	00°33'48"	2999.11'	29.49'

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

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REV	DATE	DESCRIPTION
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1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:

LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8780
Exp. 12/31/24
10/25/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY: RNFR
CHECKED BY: RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-2

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT "Z" OF TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED OF MAPS, IN BOOK 179, PAGES 87 THROUGH 91, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDS OF SAID COUNTY.

ALSO EXCEPTING THEREFROM, ALL MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND ALL UNDERGROUND WATER IN OR UNDER OR WHICH MAY BE PRODUCED FROM SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO AND 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND FOR THE PURPOSE OF PROSPECTING FOR, THE EXPLORATION, DEVELOPMENT, PRODUCTION, EXTRACTION AND TAKING SAID MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER FROM SAID LAND BY MEANS OF MINES, WELLS, DERRICKS OR OTHER EQUIPMENT FROM SURFACE LOCATIONS ON ADJOINING OR NEIGHBORING LAND OR LYING OUTSIDE OF THE ABOVE-DESCRIBED LAND, IT BEING UNDERSTOOD THAT THE OWNER OF SUCH MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER, AS SET FORTH ABOVE, SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OF THE ABOVE-DESCRIBED LAND NOR TO USE ANY OF THE SAID LAND OR ANY PORTION THEREOF ABOVE SAID PLANE PARALLEL TO AND 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND FOR ANY PURPOSE WHATSOEVER, AS RESERVED IN DEED RECORDED OCTOBER 6, 1986, AS INSTRUMENT NO. 86-291264, OFFICIAL RECORDS.

PARCEL 2:
LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 179, PAGE(S) 87 TO 91, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDS OF SAID COUNTY.

APNS: 1210-011-37-0-000 & 1210-011-38-0-000

SCHEDULE B (EXCEPTIONS)

ITEMS 1, 5 & 6 ARE TAX RELATED
ITEMS 2, 3 & 36 ARE LIEN RELATED
ITEMS 4, 10 & 29 ARE RIGHTS RELATED
ITEMS 12 & 30 ARE COVENANT RELATED
ITEM 13 IS MEMORANDUM RELATED
ITEMS 17, 31 & 32 ARE AGREEMENT RELATED
ITEMS 33 & 34 ARE ORDINANCE RELATED
ITEM 35 IS REDEVELOPMENT RELATED
ITEM 37 IS ADVISORY RELATED
ITEM 38 IS COMPANY RIGHTS RELATED

EASEMENTS:

ITEMS 23 & 28 ARE **NOT PLOTTED. THE EXACT LOCATION AND EXTENT OF SAID EASEMENTS ARE NOT DISCLOSED OF RECORD.**

ITEMS 7, 14, 15, 16, 18, 19, 20, 21, 22, 24, 25 & 26 ARE **NOT PLOTTED. THE LOCATION OF SAID EASEMENTS ARE TOO FAR FROM THE SUBJECT LOT.**

8 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;
PURPOSE: DRAINAGE EASEMENT
AFFECTS: AS SHOWN ON SAID TRACK MAP
RECORDING NO.: BOOK 179, PAGE 87 THROUGH 91 INCLUSIVE OF MAPS
AFFECTS: LOT "Z"

9 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;
PURPOSE: OPEN SPACE EASEMENT
AFFECTS: AS SHOWN ON SAID TRACK MAP
RECORDING NO.: BOOK 179, PAGE 87 THROUGH 91 INCLUSIVE OF MAPS

11 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 17, 1985
RECORDING NO.: 85-118316 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

27 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AND PACIFIC BELL, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 14, 1984
RECORDING NO.: 84-193046 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

12 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE TWELVE (12.00) FEET IN WIDTH LYING SIX (6.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 2 TOWNSHIP 1 SOUTH, RANGE 3 WEST, ALSO BEING THE CENTERLINE INTERSECTION OF BASE LINE STREET AND CHURCH STREET, ON A FOUND MONUMENT, AS SHOWN ON THAT TRACT NO. 12308 AS PER MAP FILED IN BOOK 179 ON PAGES 87 THROUGH 91 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID SECTION 2, SOUTH 00°40'19" EAST, A DISTANCE OF 232.32 FEET; THENCE NORTHEASTERLY LEAVING SAID WEST LINE OF SAID SECTION 2, NORTH 89°19'41" EAST, A DISTANCE OF 45.07 FEET TO THE WESTERLY LINE OF SAID LOT 119, ALSO BEING THE **POINT OF BEGINNING** OF THIS CENTERLINE DESCRIPTION;

THENCE NORTH 78°09'39" EAST, A DISTANCE OF 54.37 FEET;
THENCE NORTH 89°16'44" EAST, A DISTANCE OF 39.56 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "A"; ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID TWELVE (12.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 12 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE ON SHEET LS-2.

5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION (STRIP #1):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE FIVE (5.00) FEET IN WIDTH LYING TWO AND A HALF (2.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "A";
THENCE NORTH 64°35'52" EAST, A DISTANCE OF 13.99 FEET;
THENCE NORTH 00°00'00" EAST, A DISTANCE OF 2.22 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "B";
THENCE NORTH 00°00'00" EAST, A DISTANCE OF 2.50 FEET TO A POINT ON THE SOUTHERLY LINE OF THE **PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA**, REFERRED TO HEREINAFTER AS POINT "C", ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID FIVE (5.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE (STRIP #1) ON SHEET LS-2.

5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION (STRIP #2):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE FIVE (5.00) FEET IN WIDTH LYING TWO AND A HALF (2.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "B";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 15.36 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 6.15 FEET TO A POINT ON THE SOUTHERLY LINE OF THE **PROPOSED VERIZON WIRELESS TOWER LEASE AREA**, REFERRED TO HEREINAFTER AS POINT "D", ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID FIVE (5.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE (STRIP #2) ON SHEET LS-2.

PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR EQUIPMENT LEASE AREA PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID POINT "C";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 12.86 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 17.33 FEET;
THENCE SOUTH 89°54'56" WEST, A DISTANCE OF 17.33 FEET;
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 5.20 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "E";
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 12.14 FEET;
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 3.54 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "F";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 0.93 FEET TO THE **POINT OF BEGINNING** OF THIS **PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA DESCRIPTION.**

CONTAINS 300 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA ON SHEET LS-2.

PROPOSED VERIZON WIRELESS TOWER LEASE AREA DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR TOWER LEASE AREA PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID POINT "D";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 7.50 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 89°54'56" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 10.00 FEET;
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 2.50 FEET TO THE **POINT OF BEGINNING** OF THIS **PROPOSED VERIZON WIRELESS TOWER LEASE AREA DESCRIPTION.**

CONTAINS 100 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE PROPOSED VERIZON WIRELESS TOWER LEASE AREA ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #1):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR POWER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "E";
THENCE NORTH 40°33'03" WEST, A DISTANCE OF 7.08 FEET TO THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #1) ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #2):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR FIBER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "F";
THENCE SOUTH 00°01'29" EAST, A DISTANCE OF 6.88 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 2.00 FEET;
THENCE SOUTHWESTERLY, 3.09 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 88°31'04";
THENCE SOUTH 88°29'36" WEST, A DISTANCE OF 109.59 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 312.63 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS NORTH 84°14'42" EAST;
THENCE SOUTHEASTERLY, 33.10 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 06°03'59" TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2939.11 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS SOUTH 85°29'54" WEST;
THENCE SOUTHEASTERLY, 29.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°33'48" TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 1744.42 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS NORTH 81°43'42" EAST;
THENCE SOUTHEASTERLY, 112.28 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°41'17";
THENCE SOUTH 03°47'55" EAST, A DISTANCE OF 57.91 FEET;
THENCE SOUTH 02°03'19" EAST, A DISTANCE OF 23.97 FEET;
THENCE NORTH 90°00'00" WEST, A DISTANCE OF 2.76 FEET TO THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #2) ON SHEETS LS-1 & LS-2.

verizon
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REV	DATE	DESCRIPTION
2	10/25/2024	FINAL SURVEY
1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:

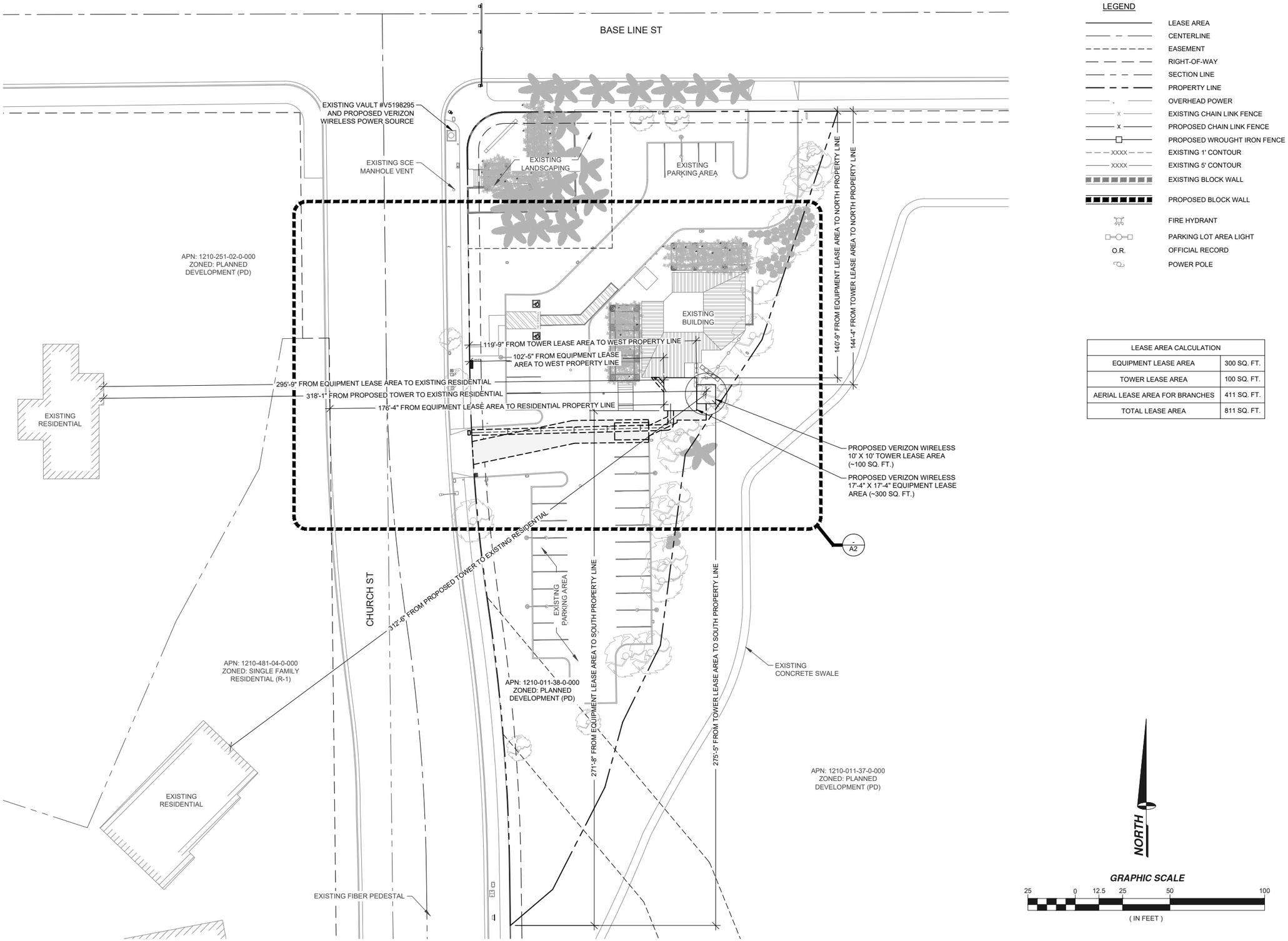
LICENSED LAND SURVEYOR
REX Y. HANNA
L.S. 8780
Exp. 12/31/24
10/25/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY:	RNFR
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-3



LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE

LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

SITE PLAN

11" X 17" SCALE	24" X 36" SCALE	
1" = 50'	1" = 25'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
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verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

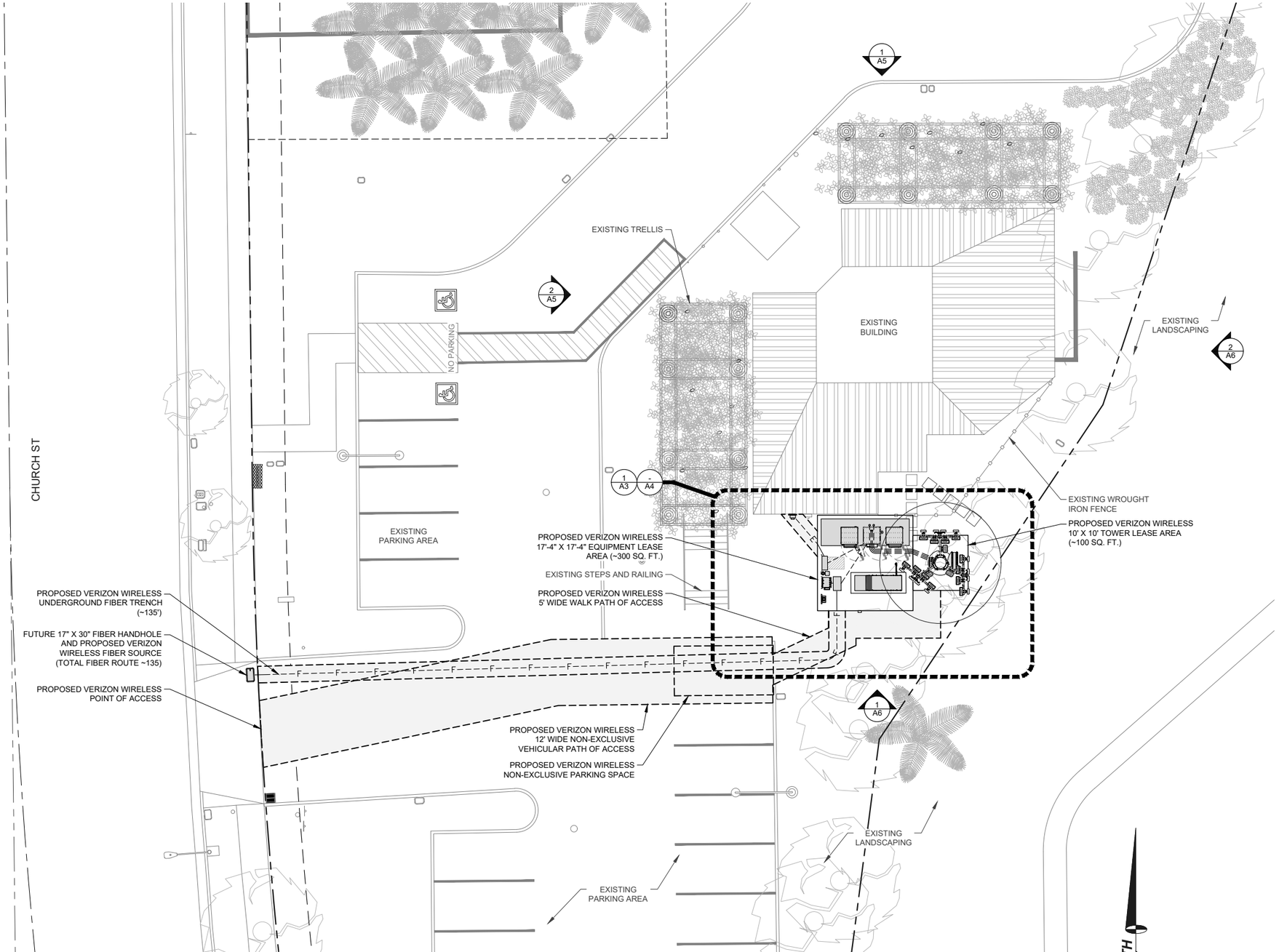
SHEET TITLE:
SITE PLAN

A1

REVISION: 2

LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE



LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

NORTH

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)

ENLARGED SITE PLAN

11" X 17" SCALE	24" X 36" SCALE	
1" = 20'	1" = 10'	1

ISSUE STATUS

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0	10/29/24	90% ZONING	R.S.
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B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

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LAS VEGAS, NEVADA 89118
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15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

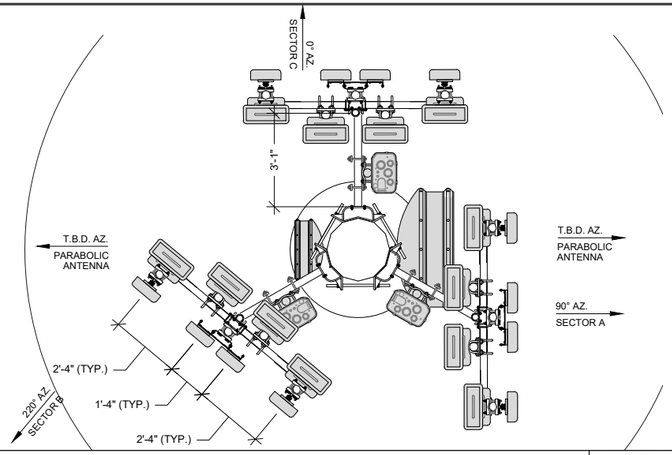
CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:

ENLARGED SITE PLAN

A2

REVISION: 2



ANTENNA LAYOUT

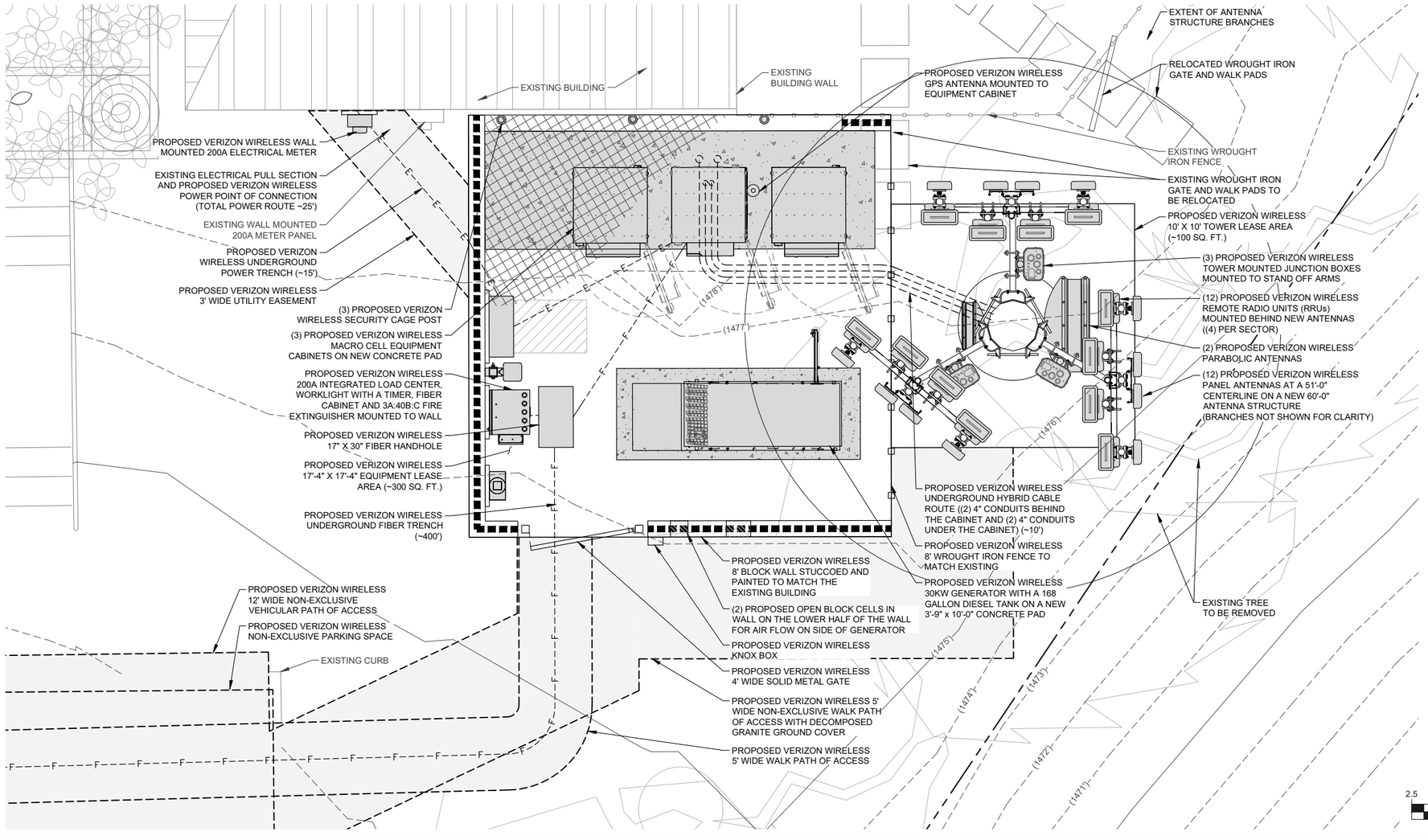
11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	4

ANTENNA SECTOR	AZIMUTH	# OF ANTENNAS	# OF RRUS	CENTERLINE	CABLE LENGTH	CABLE TYPE	COLOR CODE	HYBRID JUMPER	JUMPER	COMMENTS
SECTOR A	90°	4	4	51'	170'	(3) 12X24 HYBRID CABLES	.	5'	15'	. .
SECTOR B	220°	4	4				.	5'	15'	. .
SECTOR C	0°	4	4				.	5'	15'	. .
PARABOLIC ANTENNA	T.B.D.	2	.	T.B.D.	.	.	.	.	.	. .
GPS	N/A	1	.	.	.	1/2" COAX	.	.	.	. .

NOTE: CONTRACTOR TO FIELD VERIFY CABLE LENGTHS PRIOR TO ORDERING, FABRICATION, OR INSTALLATION OF CABLES.

ANTENNA AND CABLE SCHEDULE

SCALE:	
NONE	2



LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
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- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE

LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

NOTE:
EXISTING LANDSCAPING INSIDE PROPOSED LEASE AREA TO BE RELOCATED AS NEEDED

NORTH

GRAPHIC SCALE

2.5 0 1.25 2.5 5 10

(IN FEET)

SITE DETAIL

11" X 17" SCALE	24" X 36" SCALE	
1" = 5'	1" = 2'-6"	1

ISSUE STATUS

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15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28900 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
SITE DETAIL, ANTENNA & CABLE SCHEDULE AND ANTENNA LAYOUT

	REVISION:
A3	2

LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
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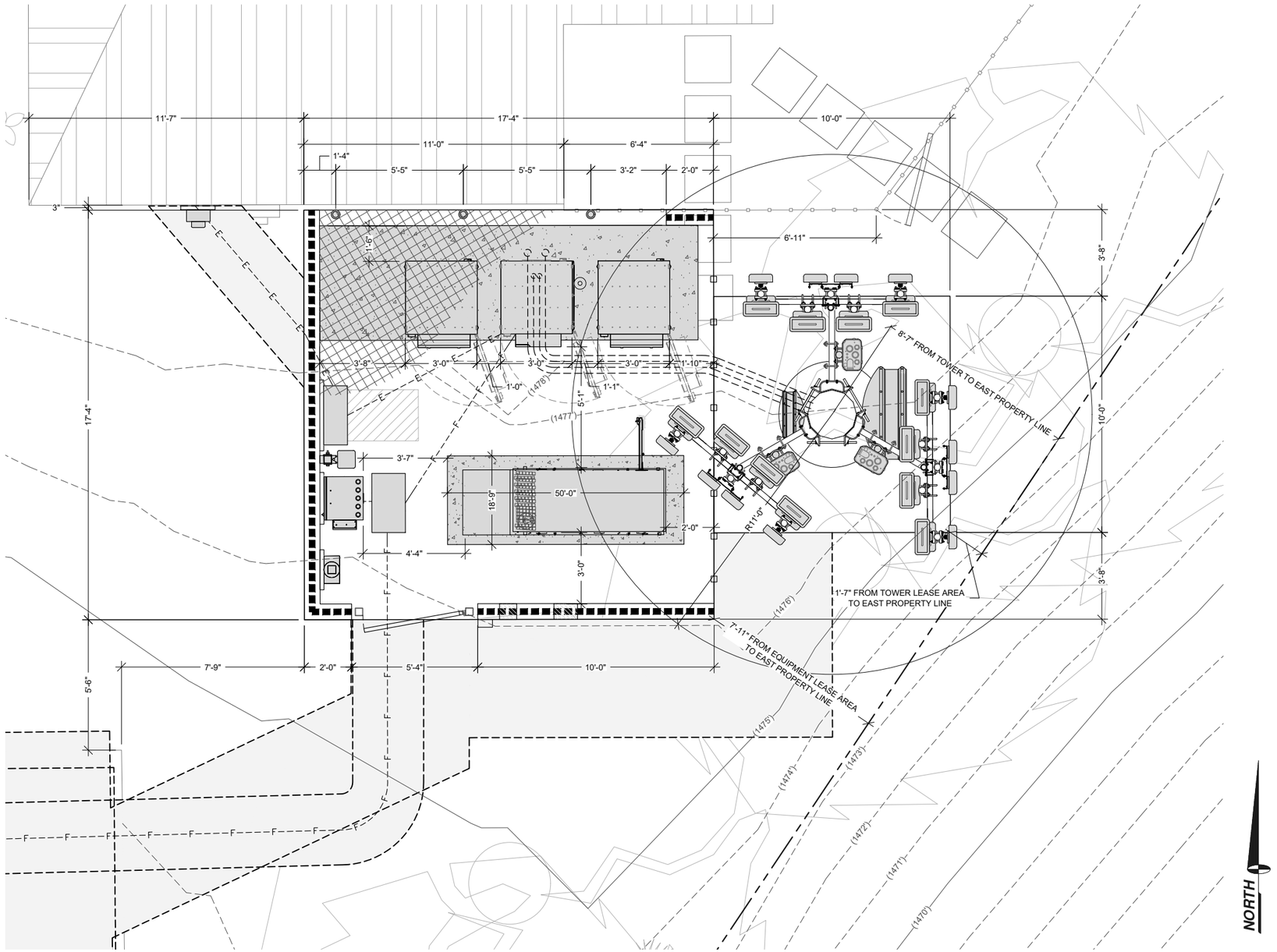
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE



SITE DETAIL WITH DIMENSIONS

11" X 17" SCALE	24" X 36" SCALE	
1" = 5'	1" = 2'-6"	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
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B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
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IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:

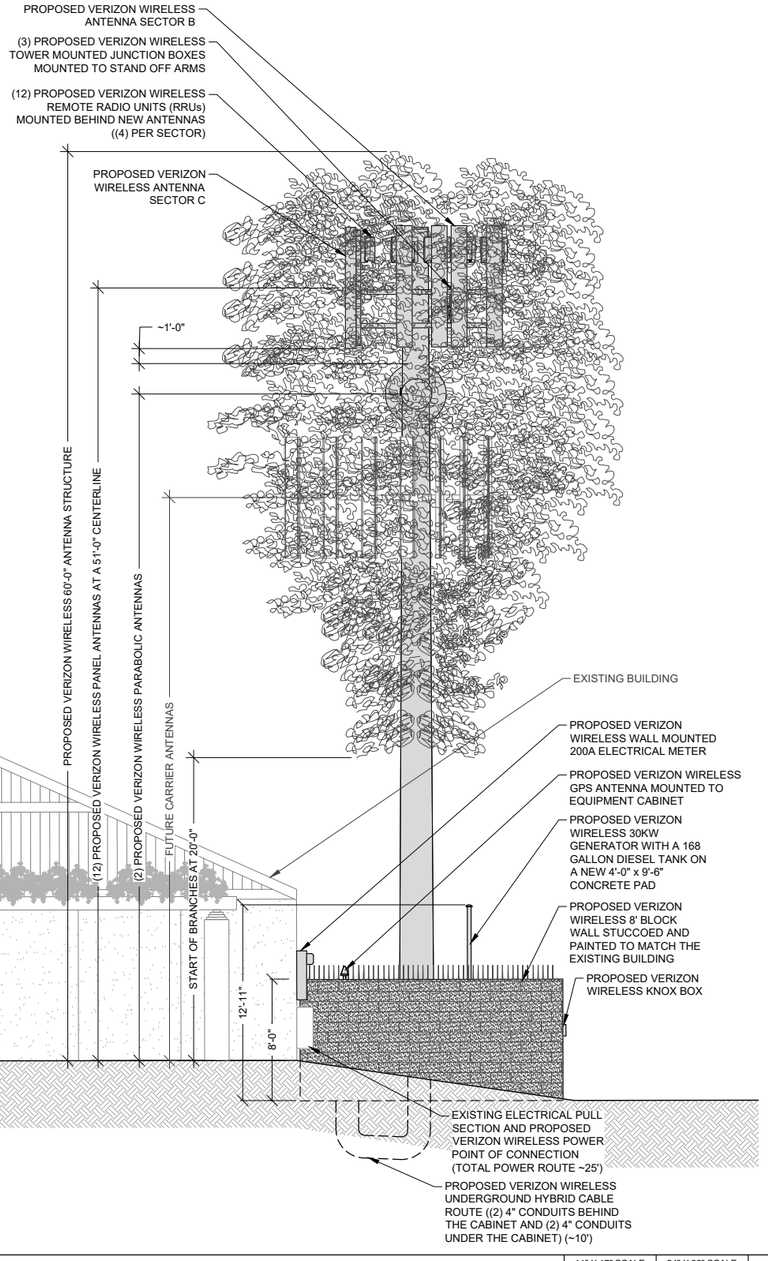
SITE DETAIL WITH DIMENSIONS

A4

REVISION: 2

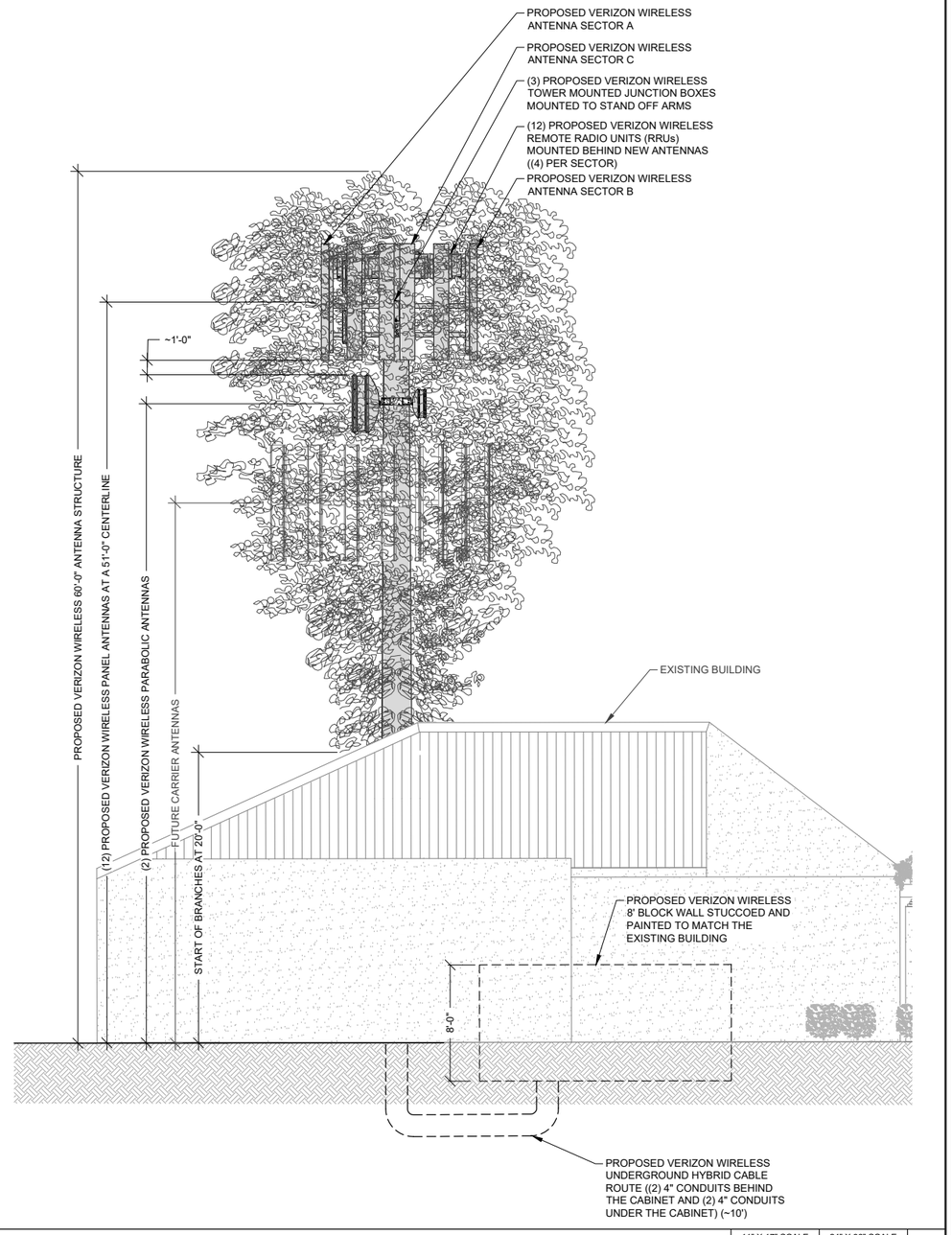
NOTE:

1. POLE TO BE PAINTED TO MATCH EUCALYPTUS TRUNK COLOR.
2. ALL PROPOSED ANTENNAS AND APPURTENANCES TO BE APPLIED WITH 3M FILM WITH EUCALYPTUS LEAF COLOR DUE TO NEWER ANTENNAS THAT MAY NOT ACCEPT PAINT/SOCKS MATERIAL)



WEST ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	2



NORTH ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
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IRVINE, CALIFORNIA 92618

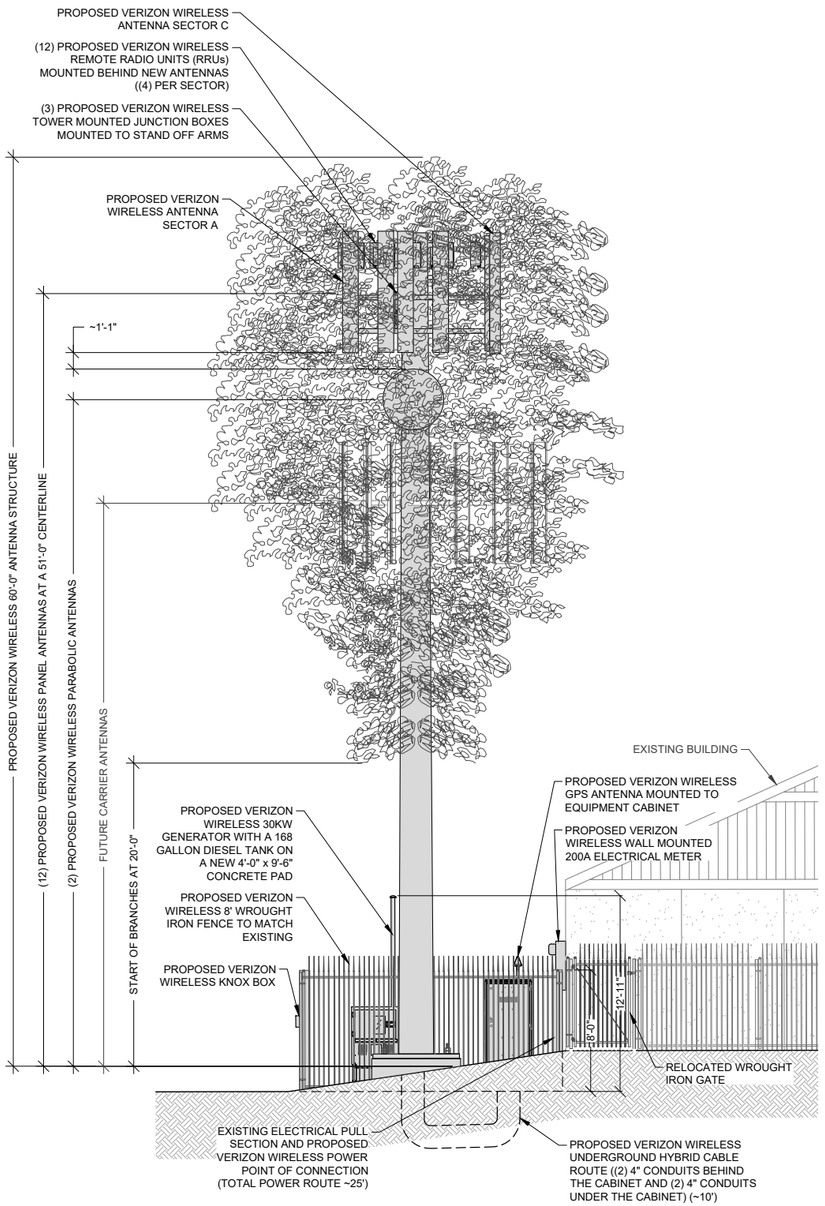
CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
NORTH AND WEST ELEVATIONS

A5	REVISION: 2

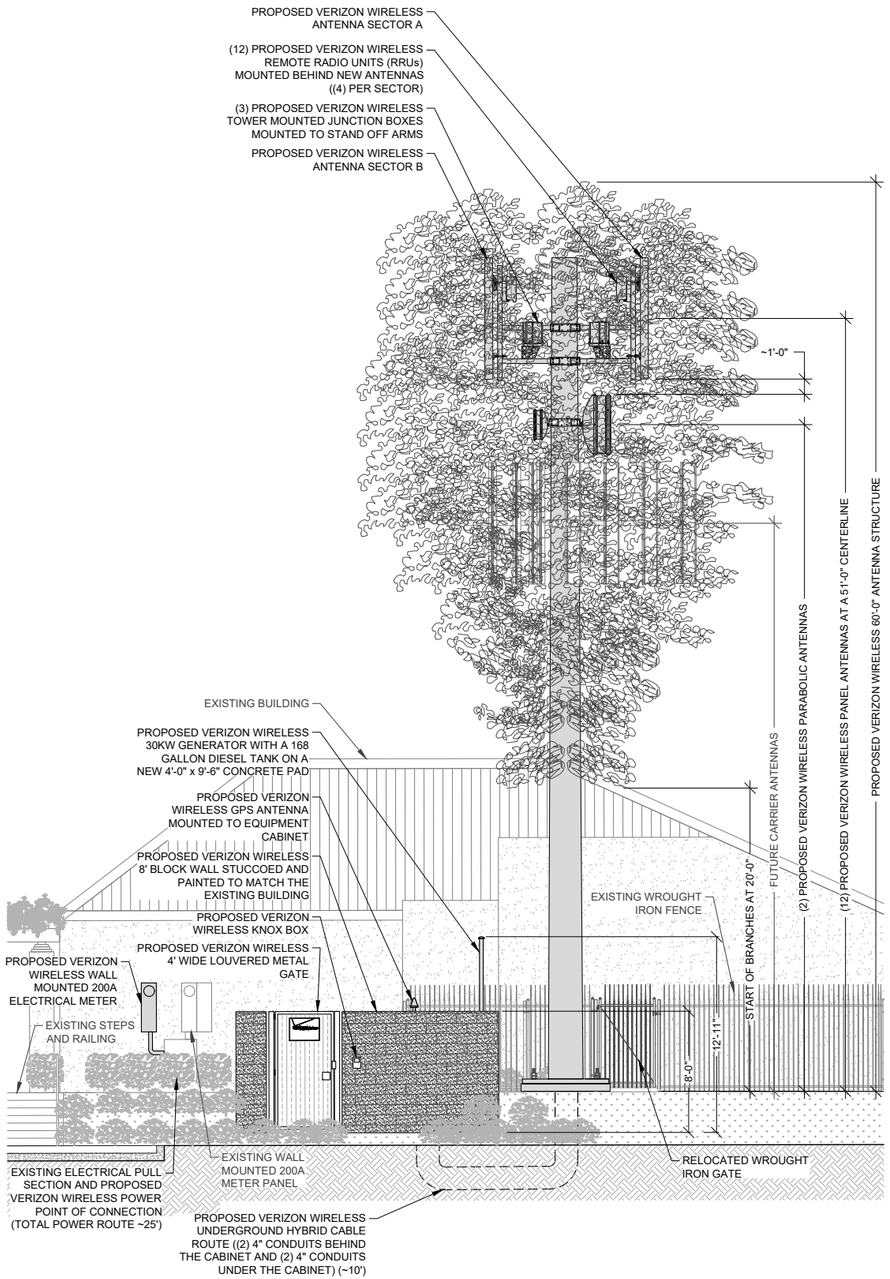
NOTE:

1. POLE TO BE PAINTED TO MATCH EUCALYPTUS TRUNK COLOR.
2. ALL PROPOSED ANTENNAS AND APPURTENANCES TO BE APPLIED WITH 3M FILM WITH EUCALYPTUS LEAF COLOR DUE TO NEWER ANTENNAS THAT MAY NOT ACCEPT PAINT/SOCKS MATERIAL)



EAST ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	2



SOUTH ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
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IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
SOUTH AND EAST ELEVATIONS

A6

REVISION: 2

Attachment 3:

Photo Simulation View

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 1



Existing



Proposed — Looking southwest from Base Line Street

Accuracy of photo simulation based upon information provided by project applicant.

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 2



Existing



Proposed Looking southeast from Church Street

Accuracy of photo simulation based upon information provided by project applicant.

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 3



Existing



Proposed — Looking northeast from Church Street

Accuracy of photo simulation based upon information provided by project applicant.

Attachment 4:

Verizon Coverage Maps

CHURCH
Coverage Plots

September 2025

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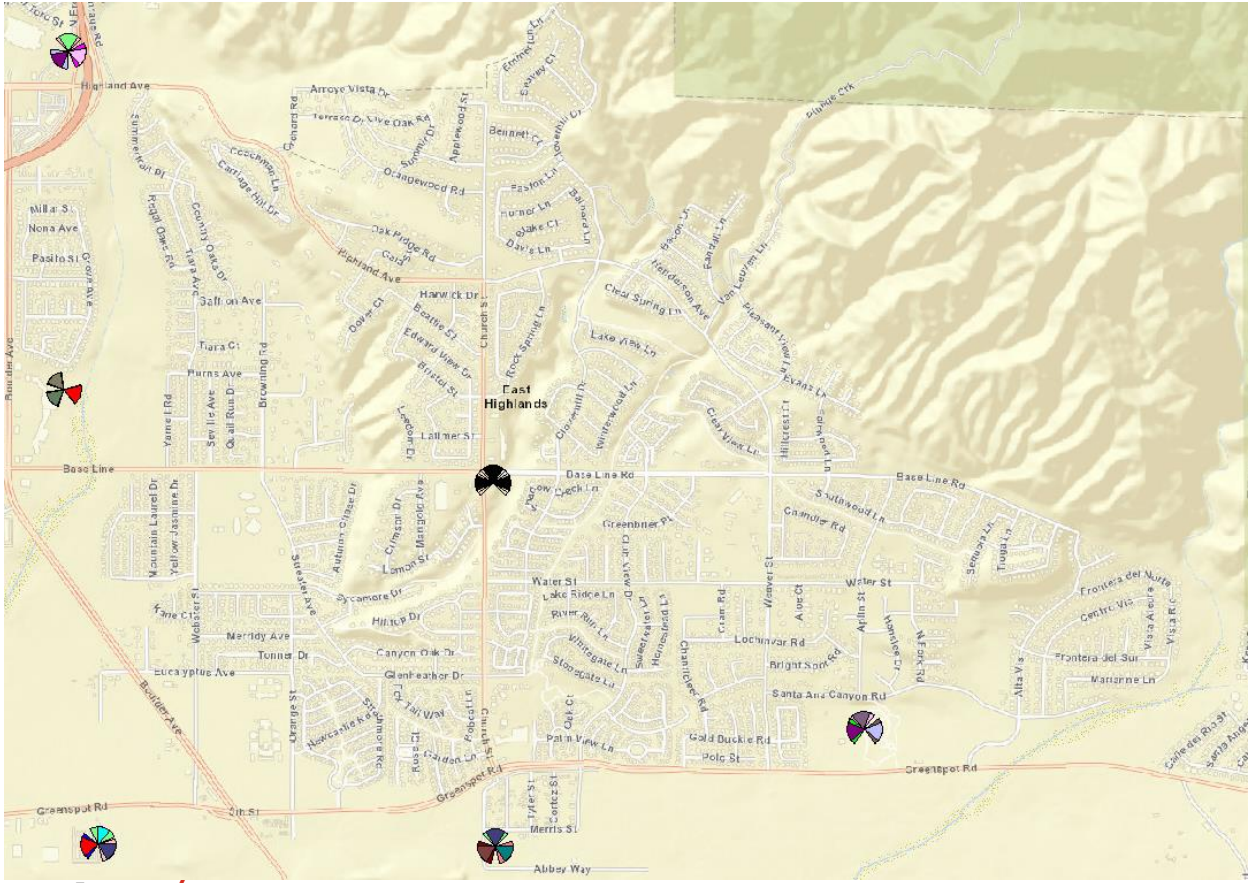
CHURCH



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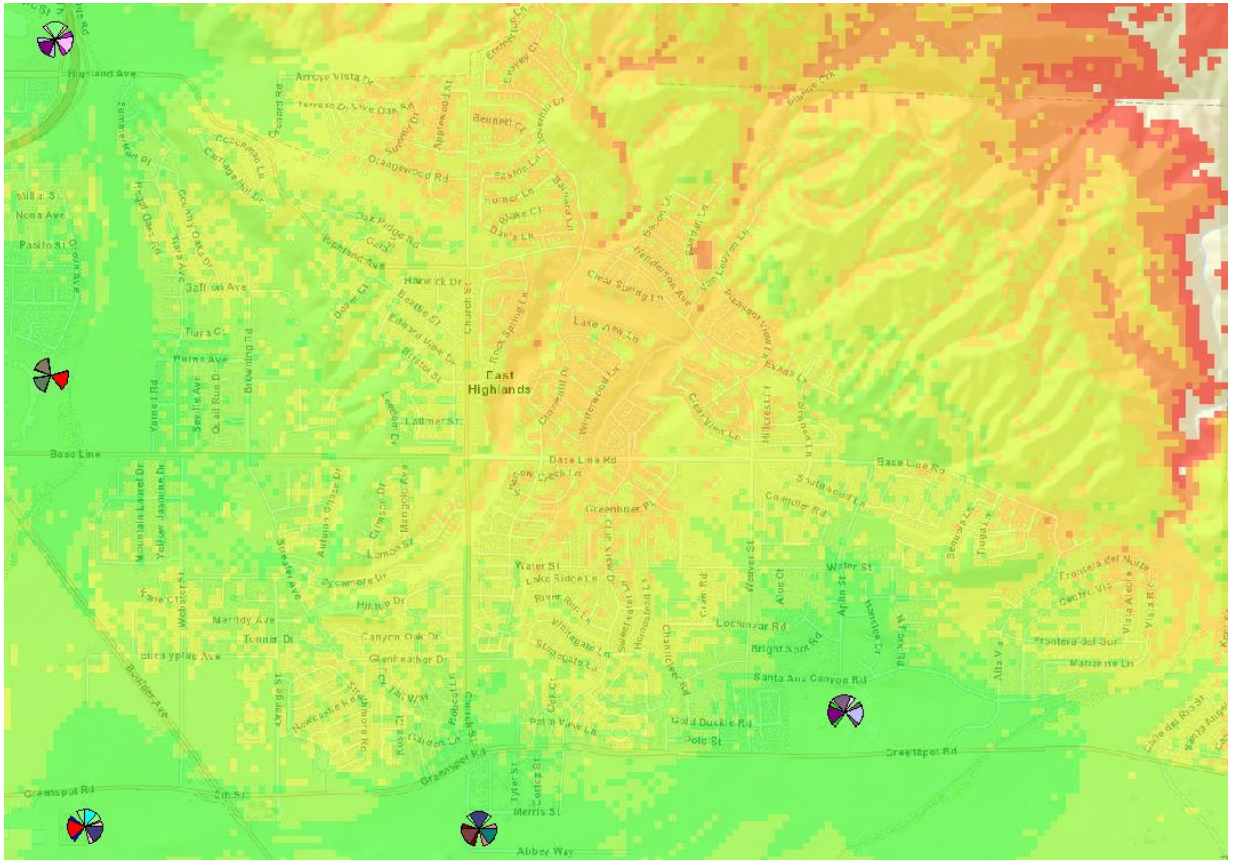
Verizon Coverage without CHURCH



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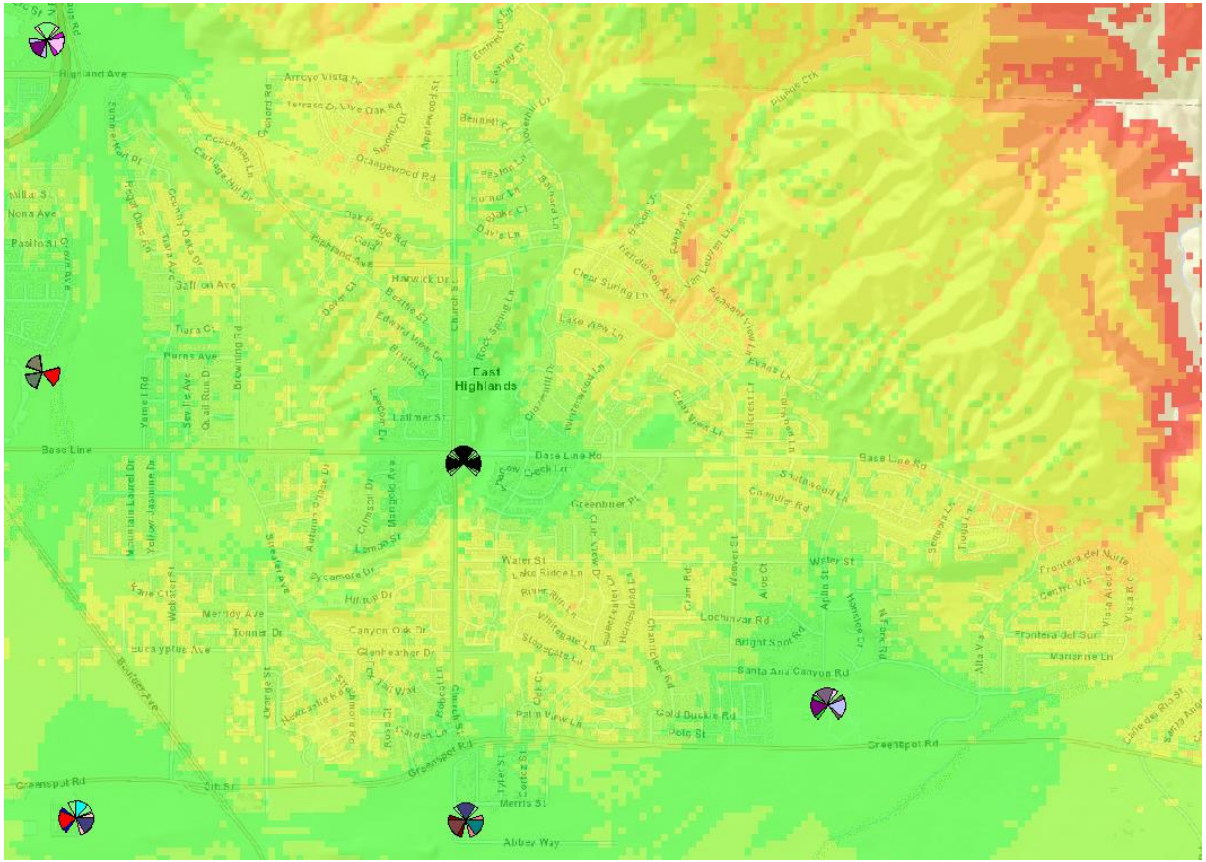
Verizon Coverage with CHURCH



verizon

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Attachment 5:

Public Comments

Travis Trejo

From: Lance Lenhert
Sent: Sunday, December 28, 2025 8:13 AM
To: Travis Trejo
Subject: East Highland Ranch Cell Tower - Baseline & Church

Hello Mr. Trejo,

I am writing in support of the cell tower that is being proposed in EHR that I believe is being discussed to go near Baseline and Church. My family and I have lived in EHR since August 2006, in which for the entire 19 years have suffered incredibly poor cell service. While internet calling works most of the time these days, in an emergency situation internet services are usually unreliable with cell services being the next and most reliable communication option. We clearly do not have a meaningful emergency response option if we do not have adequate cell reception in the area.

I ask the city to take a stance against the few vocal EHR residents and leaders that do not want the tower simply because of the aesthetics that they may be concerned about. The aesthetics are important, so I do support installing something that complements our great community and environment. However, the tower should be primarily about having emergency response capabilities serving the public.

Secondarily, Spectrum has had a monopoly in our community during the entire time with service that is ..."okay" but is very expensive and lacks competition to keep their services at market levels. Starlink is the only other option available these days but is also not as convenient nor cost effect for many of the residents in our community. The new tower by Verizon should also bring forth a wireless 5G+ home internet option to increase competition that may reduce prices and potentially increase service levels across all providers. This technology would also be more resilient in an emergency situation, or at minimum provide for an alternative based on varying personal preferences.

Thank you in advance for you time and please let me know if there is anything else I can do to help the city in making its decision, regardless of which way the decision may go.

Lance Lenhert

Travis Trejo

From: Fred Yauger
Sent: Monday, December 8, 2025 12:12 PM
To: Travis Trejo
Subject: Verizon Wireless Cell Tower - CUP 25-008

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

I support the location of the proposed cell tower. For many years, coverage has been hit or miss. I know other locations have been rejected in the past. The site currently selected is behind a commercial building and will blend with existing mature trees.

For the convenience and safety of many, I urge this project move forward.

Fred Yauger

Sent from my iPad

Travis Trejo

From:
Sent: Wednesday, December 10, 2025 7:33 AM
To: Travis Trejo
Subject: Community Feedback

Good morning,
My name is Dan Bautista and I live at in Highland. I have been a Highland resident since 1994. I just wanted to take a moment of your time to share my personal opinion regarding a proposed cell tower being installed in East Highlands Ranch, near the intersection of Baseline and Church streets. I am 100% supportive of this project. East Highlands Ranch is a wonderful community to live in and has fulfilled every personal expectation I have ever had, for raising my family. Clean, safe and great neighbors. Cellular communication has consistently been an ongoing challenge, mainly due to the topography of the community. This cell tower may be a very large step in the right direction, in addressing this communication challenges. To my knowledge, the proposed plans address locating the tower, out of direct sight, and sited within a group of existing, mature Eucalyptus tree.A faux tree is always noticeable, especially if you are looking for it, but these plans mitigate most of any reasonable concerns. It would also not be located in close proximity to any residential homes.

Reliable communication is a must in the times we live in, and even more so during an emergency situation. Therefore, let me go on record as supporting this proposal 100%, knowing this is the best interest of the East Highlands Ranch community as a whole.

Thank you for your time

Dan Bautista

Can you please confirm receipt of this email? Thank you.

Travis Trejo

From: Andy Samaan
Sent: Saturday, December 13, 2025 4:55 PM
To: Travis Trejo
Subject: Verizon Cell Tower - Support

Hi, I heard about the cell tower coming to the east highlands ranch and I wanted to reach out to make sure I vocalized my support. We are in desperate need of service support here. I understand some people don't support the idea but I disagree. The benefit definitely outweighs the negative. Please let me know if there is anything else I can do to help convey my support for this project.

Thank you

Andy Samaan

Travis Trejo

From: Angela Tafolla
Sent: Wednesday, December 10, 2025 2:30 PM
To: Travis Trejo
Subject: FW: Verizon Cell Tower: CUP 25-008

FYI

Angela Tafolla
Planning Division

From: Michael .
Sent: Wednesday, December 10, 2025 1:16 PM
To: Angela Tafolla <atafolla@cityofhighland.org>
Cc: Michael .
Subject: Verizon Cell Tower: CUP 25-008

Hello Angela,

I just wanted to voice my opinion on the proposed Verizon tower at 28909 Baseline in Highland (CUP 25-008). I am fully in support of this welcome addition to our community. Is there a way to make this formally known to the City?

Thanks,
Mike Yavornicky
East Highlands Ranch resident

From: Mark Falcone
Sent: Monday, December 8, 2025 5:39 AM
To:
Subject: URGENT CALL TO ACTION!

Travis Trejo

From: Todd Johnson
Sent: Monday, December 8, 2025 7:38 AM
To: Travis Trejo
Subject: Proposed cell tower at Baseline and Highland

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. Trejo,

I am writing to express my **strong support** for the Verizon cell tower proposed for a location near the corner of Church and Baseline in East Highland Ranch. I have lived in the Ranch for the past 18 years, and I have used the cell service of every major service provider available during that time. No matter which provider I use, the cell signal has always been extremely weak! I welcome any opportunity for that signal strength to be increased.

_____
Todd Johnson

Travis Trejo

From: Steve Lopez
Sent: Monday, December 8, 2025 11:43 AM
To: Travis Trejo
Cc: Steven Lopez
Subject: EHR cell tower

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

Public comment: If this improves cell service in East Highlands Ranch area, I am 100% in favor of this tower. It does not appear intrusive and blends well enough with its surroundings.

Thank you,
Steven Lopez

Travis Trejo

From: Miranda Breyer
Sent: Sunday, December 28, 2025 7:40 AM
To: Travis Trejo
Subject: Pro-Cell Tower

Good morning!

I wanted to express my family and I's support for the cell tower on Baseline and Church.

We think the plan for it to blend in however possible is great and we are THRILLED to FINALLY have cell service in our neighborhoods!

Thank you,
Miranda Breyer

Travis Trejo

From: Michelle Lenhert
Sent: Monday, December 8, 2025 9:34 AM
To: Travis Trejo
Subject: Cell Tower at Baseline and Church

Good morning,

I want to say that I support the tower.

I hope that it is placed behind a building or some place where it's not super obvious to interfere with the beautiful view as you look east on Baseline. I also hope that it isn't just a plain tower. I read that it would look like a tree.

Thank you
Michelle Lenhert

Travis Trejo

From: Michael .
Sent: Tuesday, December 9, 2025 9:29 AM
To: Travis Trejo
Cc: Michael .
Subject: Verizon Cell Tower: CUP 25-008

Hello Travis,

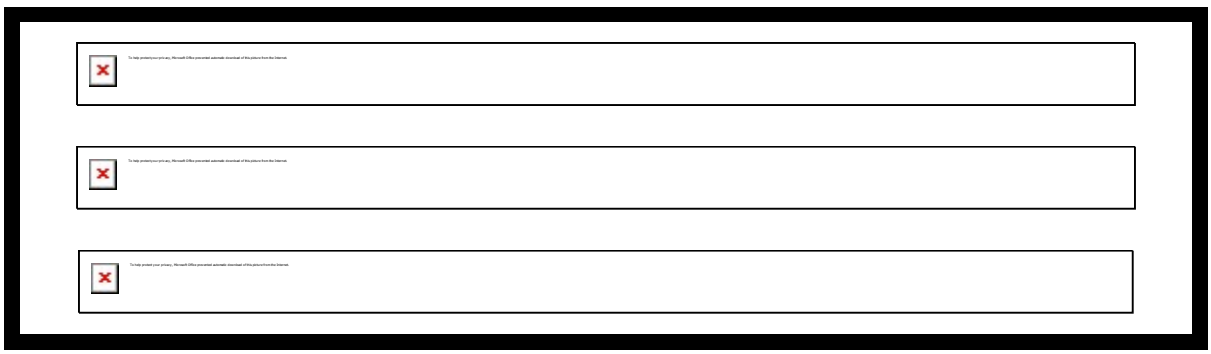
I just wanted to voice my opinion on the proposed Verizon tower at 28909 Baseline in Highland (CUP 25-008). I am fully in support of this welcome addition to our community. Is there a way to make this formally known to the City?

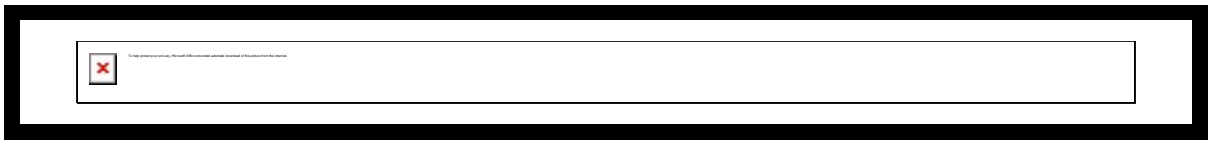
Thanks,
Mike Yavornicky
East Highlands Ranch resident

From: Mark Falcone
Sent: Monday, December 8, 2025 5:39 AM
To:
Subject: URGENT CALL TO ACTION!

East Highlands Ranch Board of Director-Treasurer | PO Box 403 | East Highlands Ranch, CA 92346 US

Unsubscribe | Update Profile | Constant Contact Data Notice







Travis Trejo

From: Laura Westergart
Sent: Tuesday, December 9, 2025 1:22 PM
To: Travis Trejo
Subject: Cell Tower CUP 25-008 Verizon

Hello. We just wanted to relay to you that we are in favor of the proposed cell tower at this location in East Highland. Our community has dealt with unreliable coverage for years. We are aware that several alternative sites were previously ruled out for good reason. The current spot—situated behind a building—offers natural screening and will be largely hidden among the existing mature trees. Because of this, we feel it'll blend well.

I approve of this project and look forward to better service in our future. Feel free to reach out to us with any questions.

Thank you

Rick and Laura Westergart

Travis Trejo

From: Rodrigo Gonzalez
Sent: Monday, December 8, 2025 6:20 AM
To: Travis Trejo
Cc: Rodrigo Gonzalez
Subject: Opposition to the proposed Verizon cell tower (SE corner of Church/Baseline)

Good morning, Travis:

I am a resident of East Highland and I am writing to express my strong opposition to the proposed Verizon cell tower at the southeast corner of Church Street and Baseline Street. Our families are deeply concerned that this installation would negatively impact the health, safety, and well-being of our community. In addition, we believe the tower would harm local property values, create significant aesthetic issues, and cause unnecessary environmental disruption.

Thank you for your time and consideration of our concerns.

Rodrigo Gonzalez

City of Highland

27215 Base Line, Highland, CA. 92346
Phone: (909) 864-6861, x 259 Fax: (909) 862-3180
Contact: Travis Trejo, Assistant Planner, ttrejo@cityofhighland.org

PROJECT NOTICE

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

PROJECT	Verizon Wireless Cell Tower
REFERENCE #:	Conditional Use Permit **CUP 25-008**
LOCATION:	28909 Base Line APN: 1210-011-38
DESCRIPTION:	The Applicant is proposing a new telecommunications facility and 60' faux Mono Eucalyptus tree cell tower.
APPLICANT	Verizon Wireless



COMMENTS:

Please submit your comments no later than **December 17, 2025**. If you have no comment, no reply is necessary.

I am writing to express my strong opposition to the proposed Verizon cell tower in our residential neighborhood.

Concerns:

1. Negative health implications - 24/7 exposure to close-range radiofrequency emissions.
2. Incompatibility with residential zoning and community character - Negative environmental and aesthetic impact.
3. Negative impact on property values. - Reduced property values depending on proximity and visual impact.
4. Equipment noise, night lighting, maintenance traffic.
5. Risk of structural failure.
6. Fire risk.
7. Alternate sites such as commercial/industrial land, rather than close to homes/schools.

Rian Nina Jaffer
PRINTED NAME

12/16/2025
DATE

SIGNATURE

* Resident of [redacted]

(Right across from proposed tower)

Travis Trejo

From: Monica Cordero
Sent: Monday, December 8, 2025 4:42 PM
To: Travis Trejo
Subject: Verizon Wireless Cell Tower

Hello
We were recently notified about this new proposed cell tower in our neighborhood and wanted to address the concerns as resident I would have. Not only is this a health issue to live so close to radio frequency but it is also a concern for property value. There are many who would not want to live next to a cell tower. If there is a petition I can sign I would gladly do so.

Thank you,
Monica Hinojosa

Travis Trejo

From: Milly Fisher
Sent: Monday, December 8, 2025 11:29 AM
To: Travis Trejo
Subject: Proposed 60-foot cell tower at Church & Baseline Streets

Mr. Trejo,

I am a resident of East Highland Ranch, and I understand that Verizon is proposing the installation of a cell tower at the corner of Church and Baseline. The following are some of the concerns I share with other residents of the Ranch regarding this proposal.

Aesthetic Impacts: Although this tower may be disguised as a Eucalyptus tree, it is **not**, in fact, a real tree.
Furthermore, it will dominate the existing skyline overshadowing the entrance to the Ranch.

Property Values:
Potential buyers are often hesitant to purchase property near cell towers.Our residents perceive this as a negative impact on our property investments, likely negatively impacting future resale and future equity values of homes within the Ranch.

Environmental:
Bledsoe Gulch abuts this area. Within the gulch an ecosystem exists that provides a habitat for some wildlife which will likely experience damaging effects. Additionally,
the natural beauty of the area will be diminished.

Health & Safety:
There exists an ongoing debate regarding the long-term exposure to radio-frequency. Many of the residents believe such prolonged exposure will be physically damaging to themselves and their children. We are unwilling to be tests subjects providing data for this debate.

It is my hope that you will consider these concerns, and deny the implementation of this project. My suggestion to Verizon is to explore other sites that may be as suitable but less intrusive to our community.

Thank you for your consideration to this matter.

Sincerely,

M. V. Fisher

Mark E. Falcone

December 14, 2025

City of Highland Planning Department
Attn: Mr. Travis Trejo, Assistant Planner
Attn: Planning Commissioners
27215 Baseline Street
Highland, CA 92346

Re: Opposition to Proposed Verizon Cell Tower – CUP 25-008

Dear Mr. Trejo and Planning Commissioners:

I am writing to formally express my opposition to the proposed construction of a Verizon telecommunications tower on the southeast corner of Baseline and Church Streets within the East Highlands Ranch HOA. After reviewing publicly available research and community planning literature, I have significant concerns regarding the potential health, safety, environmental, and neighborhood impacts of this project. I respectfully request that the Planning Department and Commission consider the following points during evaluation of the proposal.

1. Health Concerns and Radiofrequency Exposure

Residents living near telecommunications towers frequently express concern about long-term exposure to radiofrequency (RF) emissions. Although RF emissions are federally regulated, ongoing scientific studies continue to examine potential biological effects of prolonged exposure. Several peer-reviewed publications recommend continued caution and further investigation, particularly regarding children and pregnant individuals, who may be more sensitive due to developmental factors. [1]

The International Agency for Research on Cancer (IARC) has classified radiofrequency electromagnetic fields as *"possibly carcinogenic to humans."* [2] Given these uncertainties, establishing substantial setback distances between towers and residential neighborhoods remains important to address community health concerns.

2. Decline in Property Values

Multiple studies have found that property values may decline when telecommunications towers are sited near homes. Research using hedonic pricing models has shown that visible towers can have modest negative effects on nearby residential properties. [3] Such impacts affect individual homeowners as well as the overall desirability and stability of the neighborhood.

3. Visual and Aesthetic Impacts

The intersection of Baseline and Church Streets serves as a primary and well-established entrance into East Highlands Ranch. A 60-foot tower at this location would significantly alter the visual character of the community. Planning literature indicates that residents often experience dissatisfaction when large infrastructure installations disrupt established neighborhood

aesthetics. [4] These effects may persist long after installation and can contribute to long-term reductions in community satisfaction.

4. Fire Safety Considerations

Given the region's vulnerability to wildfire and emergency-response challenges, placing a telecommunications tower and associated electrical infrastructure near homes introduces additional risk. Although incidents may be rare, any malfunction involving electrical components or backup power systems could carry heightened consequences in a residential area. Responsible planning should minimize avoidable hazards wherever feasible.

5. Environmental Impacts

The Bledsoe Gulch area is a recognized riparian wildlife habitat supporting diverse plants and animals. Construction and operation of a telecommunications facility can contribute to habitat disturbance, increased energy consumption, and potential effects on wildlife behavior. [5] These factors warrant thorough environmental review as part of the planning process.

6. Community Engagement and Transparency

Many East Highlands Ranch residents feel that the initial siting process lacked sufficient transparency, communication, and opportunities for community input. This shortcoming lies largely with the East Highlands Ranch Board of Directors.

Major infrastructure projects—particularly those with long-term neighborhood impacts—are strengthened by early, open communication and meaningful public engagement. I appreciate that the City of Highland has publicized this proposal and is providing residents an opportunity to voice concerns.

Conclusion

For the reasons outlined above, I respectfully urge the Planning Commission to deny the current proposal or require Verizon to identify an alternative site farther from residential homes. Doing so would better protect neighborhood character, property values, environmental quality, and public confidence in the planning process.

Thank you for your thoughtful consideration. I welcome the opportunity to speak at the Planning Commission meeting in January.

Sincerely,

Mark E. Falcone

Footnotes

1. IARC Working Group on the Evaluation of Carcinogenic Risks to Humans. *Non-ionizing radiation, Part 2: Radiofrequency electromagnetic fields.* IARC Monographs, Vol. 102. World Health Organization; 2011. Additional systematic reviews indicate limited or inadequate evidence of health effects of RF EMF exposure in children and adults.
    - Röösli M, et al. *Systematic review of physiological and health-related effects of radiofrequency electromagnetic field exposure on children and adolescents. PubMed.* 2022.
    - Frei P, et al. *Systematic review of the effect of RF-EMF exposure on cancer risk in humans. Environ Int.* 2024;191:108983.
2. International Agency for Research on Cancer (IARC). *Q&A on the Evaluation of the Carcinogenicity of Radiofrequency Electromagnetic Fields.* IARC Monographs, Vol. 102. 2011. (iarc.who.int)
3. Filippova, O., & Rehm, M. (2011). *The impact of proximity to cell phone towers on residential property values. International Journal of Housing Markets and Analysis, 4*(3), 244–259. Evidence from hedonic pricing studies shows that visible towers can have modest negative effects on nearby property values. (emerald.com)
    - Marona, B., et al. *Do 5G cell phone towers decrease house prices? Evidence from multiple markets. J Hous Built Environ.* 2024.
4. McDonough, C. C. (2003). *The Impact of Wireless Towers on Residential Property Values. Assessment Journal.* Discusses aesthetic and community perception impacts of telecommunications towers in residential areas. (researchexchange.iaao.org)
5. U.S. Fish and Wildlife Service. *Cell Tower Recommendations to Avoid Adverse Impacts to Migratory Birds and Other Wildlife.* 2024. Construction and operation of towers can affect wildlife habitat, behavior, and local ecosystems. (dwr.virginia.gov)
    - Balmori, A. *Electromagnetic pollution from phone masts: effects on wildlife. Environ Int.* 2009;35:232–236.
    - Levitt, B. B., & Lai, H. *Low-level EMF effects on wildlife and plants. PMC.* 2022; PMCID: PMC9732734.

Travis Trejo

From: jennifer martinez
Sent: Wednesday, December 10, 2025 1:14 PM
To: Travis Trejo
Subject: conditional use permit CUP 25-008

To whom it may concern;

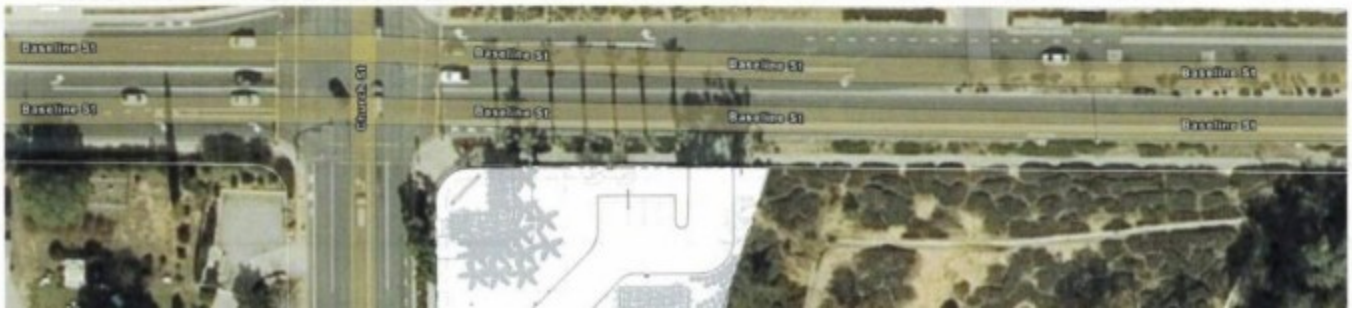
I am writing in reference to the following project notice:

Contact: Travis Trejo, Assistant Planner, ttrejo@cityofhighland.org

PROJECT NOTICE

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

PROJECT	Verizon Wireless Cell Tower
REFERENCE #:	Conditional Use Permit **CUP 25-008**
LOCATION:	28909 Base Line APN: 1210-011-38
DESCRIPTION:	The Applicant is proposing a new telecommunications facility and 60' faux Mono Eucalyptus tree cell tower.
APPLICANT	Verizon Wireless



My family and I reside in East Highlands Ranch and have lived here for over twenty years. We oppose the placement of a cell tower here. We are concerned about the environmental impact, the financial impact- to the value of our homes and community, as well as the aesthetics of the community.

Thank you for your consideration.

Jennifer and Robert Martinez

Travis Trejo

From: Jean Hutabarat
Sent: Monday, December 15, 2025 12:07 PM
To: Travis Trejo
Subject: Verizon cell tower

Dear Sir:

Regarding the Verizon cell tower to be built at EHR, I feel that it can interfere with The natural beauty that we have on Baseline, which can diminish people's interest to live at EHR. Less people will buy our vacant houses , which can affect our economy .

I hope Verizon can find another location for their tower that is less visible and noticeable.

Thank you for your time and consideration.

Sincerely,

Jean Hutabarat

Travis Trejo

From: Janella Riter
Sent: Monday, December 8, 2025 8:10 AM
To: Travis Trejo
Subject: Cell Tower

Dear Mr. Travis Trejo,

It has been brought to my attention that a cell tower is planned to be built on the corner of Church St and Baseline. I am a home owner within walking distance of that spot.

First of all, I was not consulted by the HOA regarding this planned change. Secondly, I am concerned over the placement and position of the tower, negatively affecting both the harmonious look of our neighborhood and the re-sale of our homes. And thirdly, I am concerned about the health factors that might come up due to physical close proximity to the tower. In our home 4 out of 5 of the members already struggle with constant migraines and 2 family members have severe chronic pain.

Finding a spot that is less out of the central HOA community view and which is farther from family homes would be a good alternative.

Thank-you for taking this matter seriously. I am sorry that you are having to deal with it at this late stage of the planning. I am sure that is stressful. Thank-you again.

Sincerely,
Janella Riter

Homeowner

Yahoo Mail: Search, Organize, Conquer

Travis Trejo

From: jackie melville
Sent: Monday, December 8, 2025 9:01 AM
Subject: EHR Cell Tower

Mr. Travis Trejo,

As a homeowner in East Highland Ranch, we urge you to reconsider the area you've chosen.

It'll be a great eye sore, specifically right there and a deterrent for prospective home buyers which in turn will lessen the values of our homes. It's known that property buyers don't purchase near these towers.

Please consider and find another less problematic area.

Thank you,

Mr. and Mrs. Clive Melville

Travis Trejo

From: Cathy Simpson
Sent: Monday, December 8, 2025 8:47 AM
To: Travis Trejo
Subject: Cell tower

Good Morning,
I leaned recently that a cell tower may go up at Baseline and Church st. This cannot happen. It's an eye sore and too close to many homes

Please do not allow this to happen

Thank you

Cathy Simpson

Travis Trejo

From: Bill Grace
Sent: Monday, December 8, 2025 5:22 PM
To: Travis Trejo
Subject: Verizon Tower at Baseline and Church in East Highlands Ranch

I think the Ranch would be better served if that tower were relocated to a more conspicuous site.

Thank you,
Bill Grace
East Highlands Ranch Ownowner

Travis Trejo

From: Barbara L. Katzka
Sent: Monday, December 15, 2025 1:21 PM
To: Travis Trejo
Subject: Cell Tower

Dear Mr. Trejo:

I am a resident of East Highlands Ranch. With regard to the new cell phone tower coming up for review for placement in the ranch, I am opposed to it being placed at the corner of Baseline & Church Streets. Although a new cell phone tower may be needed (and I am not opposed to that idea), I do not think the entrance to East Highlands Ranch is the appropriate designation. Although it is stated that it will "blend" with the trees already in existence on that corner, it will still look like a cell phone tower, and will spoil the ambience of the entrance.

Perhaps it would be best to find a less conspicuous place for the cell phone tower than on that corner. I appreciate your taking my thoughts into consideration.

Sincerely,

Barbara Katzka

Travis Trejo

From: Ali Jaffer
Sent: Friday, December 12, 2025 12:59 PM
To: Travis Trejo
Cc:
Subject: Project Notice - Verizon Wireless Cell Tower
Attachments: City of Highland - Project Notice (Verizon Wireless Cell Tower).pdf

Hello Mr. Trejo,

In regards to the attached notice that I received for the Verizon Wireless Cell Tower, what is the best way to express my concerns? I was hoping on sending my response via email rather than write it on the back of the notice. Is that ok? Can I email you my response directly for consideration or should I use a different email group? Also, has the matter already been decided on by the city or is the city conducting research right now?

Thank you kindly

Ali Jaffer

Yahoo Mail: Search, Organize, Conquer

Travis Trejo

From:
Sent: Tuesday, December 16, 2025 10:39 AM
To: Travis Trejo
Subject: Proposed Verizon Cell Tower In East Highland Ranch

I understand many people have a problem with the aesthetics even when masked as a tree. I'm not as concerned about the aesthetics as I am the physiological and psychological health issues. It has recently become known that Verizon, as well as other companies, are planning to implement 6G. Although convenience and newly added features will be greatly extolled, I suspect there will be little or no downside presented. However, there is a large downside. The negative effects on the human body and mind are potentially enormous. Additionally, the right to privacy is totally negated.

EHR management/ownership and Verizon management apparently have been discussing this issue for a number of years without the knowledge of the members. This could be construed as collusion or setting the foundation for a quid pro quo. The secondary question is "Who profits from this deal?" The members are paying $ 2,000 to $ 3,000 per year for the privilege to live here. I doubt seriously that we will gain anything. Quite the contrary, we stand to be negatively impacted on a major level.

I say no to any cell tower in EHR or Highland.

Walter C. Vidan
EHR Resident

Travis Trejo

From: Tom Turner
Sent: Monday, December 8, 2025 1:36 PM
To: Travis Trejo
Subject: Wireless Cell Tower (CUP 25-008)

I am opposed to placing a Wireless Cell Tower (CUP 25-008) anywhere within our community.

5G technology carries significant health risks that are often neglected or overlooked. The 5G technology adds multiple frequency bands (low, mid, and high). Recent technology generations have compounded the potential health impacts by emitting wireless radiation. Evidence increasingly shows that radiofrequency radiation from cell towers harms humans and wildlife. Documented symptoms include headaches, fatigue, insomnia, memory loss, confusion, nausea, weakness, radiofrequency sickness, cancer, and biochemical change.

Is this what we really want for ourselves and our children?

Respectfully,

Thomas Turner

Travis Trejo

From: Terrence Westerhof
Sent: Thursday, December 11, 2025 1:34 PM
To: Travis Trejo
Subject: Verizon 60 foot cell tower

I strongly oppose having a 60 foot cell tower installed at the intersection of Baseline Street and Church Street behind the House of God in East Highland. I have been a home owner and resident in East Highland Ranch since 1990. This tower will have the potential to lower home property values and will be very unsightly to look at.
Please do not let this tower to be built.

Thank you very much for your consideration on this matter.

Terrence Westerhof

Travis Trejo

From:
Sent: Monday, December 8, 2025 9:39 AM
To: Travis Trejo
Subject: Strongly disagree with a Cell Tower on Church/Baseline

Dear Travis, Please note, as a citizen of Highland for the last 23 years, I strongly disagree with a cell tower being built right where we live. Apart from the well known negative aspects on health, this destroys our wonderful area, views and property values, which to me is very important to maintain.

Please consider this objection and move the cell tower into the wash area, where it would be so much more appropriate, or avoid it altogether, as cell reception in our area is fantastic, so I don't understand why there would even be a need for this, unless this is a money maker, which should never be prioritized over the life quality of the people.

Best regards,

Silvia Berglas

Travis Trejo

From: Ron Shaw
Sent: Monday, December 8, 2025 3:10 PM
To: Travis Trejo
Subject: Oppose tower construction

Dear Mr. Trejo:
I recently heard about the proposed communications tower being constructed in East Highland, near the church. I will make this short. I am completely opposed to this construction. There must be many other locations where this Verizon tower could be located. Thank You
Ron Shaw

Attachment 6:

Applicant Response Letters

COLLOCATION

Verizon Wireless evaluated the feasibility of collocating on the existing SBA Communications tower located at 7223 Church Street, Highland, CA 92346 (34.121890, -117.172818), within the shopping center to the north of the proposed site.

SBA was contacted to determine availability. SBA confirmed that the only available RAD (centerline) for collocation was approximately 43 feet. Verizon's RF team reviewed this opportunity and determined that the available centerline would not meet the project's coverage and capacity objectives due to insufficient elevation.

Additionally, the adjacent commercial building located near the tower would likely create signal shadowing, further limiting the effectiveness of the installation at the available height.

At the time of inquiry, SBA indicated they were already coordinating with AT&T on a proposed 15-foot extension of the existing tower. However, that extension was not available to Verizon when initially contacted, and there was no confirmed timeline or additional mounting position that would accommodate the applicant's RF requirements.

Based on the limited available mounting height, potential signal obstruction from surrounding structures, and lack of a viable collocation position meeting RF objectives, the existing SBA tower was determined to be infeasible for this project.

Wireless Facilities and Property Values

"Having quality access to wireless broadband is no longer a luxury, it is a necessity. Homebuyers today are considering wireless coverage as one of the items on their home buying checklist. Real Estate agents across the country are saying that excellent cell phone coverage is something homebuyers think is important."

73% of households are wireless only. (The Washington Post, June 23, 2023)

Cell service in and around the home has emerged as a critical factor in home-buying decisions.

National studies demonstrate that most homebuyers value good cell service over many other factors including the proximity of schools when purchasing a home.

90%

Of single family homebuyers consider an area of good cellular service somewhat important or very important when buying a home.[1]

87%

Of prospective homebuyers identified faster mobile phone connections as somewhat or very important when looking at 5G and a potential home.[1]

57%

...during the past year, 57% of respondents said they had take classes on line.[4]

RF Exposure

Verizon takes its compliance obligations seriously and has implemented a comprehensive RF safety compliance program as part of its continuing efforts to comply with FCC standards on RF emission. All of Verizon's telecommunications equipment and networks comply with the FCC's RF safety standards. This includes ensuring that equipment is placed a safe distance from individuals, homes, and other areas to which the general public has access. The standards have wide safety margins and are designed to protect everyone.

The FCC's website http://www.fcc.gov/oet/rfsafety/rf-faqs.html along with the website wirelesshealthfacts.com are good resources of information. The consensus of the international scientific community is that radiofrequency energy from wireless devices and networks, including 5G, has not been shown to cause health problems. The evidence includes thousands of peer-reviewed studies conducted over decades and includes input from expert organizations such as the FDA, World Health Organization and American Cancer Society. In addition, I have attached a document that discusses health and safety prepared by CTIA, the trade organization who represents the wireless industry.

Protecting Health and Safety

The health and safety of consumers is the wireless industry's first priority. Here's what you should know about radiofrequency (RF) energy and wireless devices.

Read what the experts say:

- World Health Organization
- American Cancer Society
- Institute of Electrical and Electronics Engineers (IEEE)
- National Institutes of Health – National Cancer Institute
- Federal Communications Commission (FCC)
- Food and Drug Administration

What is RF Energy?

Many devices we use every day—baby monitors, Wi-Fi routers, and garage door openers—transmit information using radio waves. These radio waves emit energy commonly referred to as RF energy.

Experts agree that wireless devices have not been shown to pose a public health risk.

Overwhelming scientific evidence shows no known health risk to humans from RF energy emitted by wireless devices, including smartphones. This evidence includes numerous, independent analyses of peer-reviewed studies conducted over several decades by national and international organizations.

Federal government statistics show the number of brain tumors have decreased since mobile phones were widely introduced in the 1980s while the number of mobile phones and sites has increased significantly, by a factor of 325 and 140, respectively.

Cellular equipment operates within safety limits.

RF energy from antennas used in cellular transmissions, including small cells, result in exposure levels well below FCC safety limits. These limits are based on recommendations from the scientific community and expert non-government organizations. The widely accepted scientific consensus is that towers, small cells, antennas, and other cellular infrastructure pose no known hazard to nearby residents—and as the FCC notes, "the possibility that a member of the general public could be exposed to RF levels in excess of the FCC guidelines is extremely remote."

FCC regulations protect health and safety.

All wireless devices sold in the U.S. must go through a rigorous approval process to ensure they meet the science-based guidelines set by the FCC. These guidelines—based on internationally-recognized scientific organizations—set limits for the maximum amount of RF exposure from wireless devices and include a significant margin of safety. Wireless devices and antennas operate well under FCC thresholds.

Expert voices

"Based on our ongoing evaluation of this issue and taking into account all available scientific evidence we have received, **we have not found sufficient evidence that there are adverse health effects** in humans caused by exposures at or under the current radiofrequency energy exposure limits. Even with frequent daily use by the vast majority of adults, we have not seen an increase in events like brain tumors."

– Director of the FDA's Center for Devices and Radiological Health (2018)

"[T]he RF waves given off by **cell phones don't have enough energy to damage DNA directly or to heat body tissues.** Because of this, it's not clear how cell phones might be able to cause cancer."

– American Cancer Society (2018)

"We have relied on decades of research and hundreds of studies to have the most complete evaluation of radiofrequency energy exposure. This information has informed the FDA's assessment of this important public health issue, and given us the confidence that the **current safety limits for cell phone radiofrequency energy exposure remain acceptable for protecting the public health.** … [T]he totality of the available scientific evidence continues to not support adverse health effects in humans caused by exposures at or under the current radiofrequency energy exposure limits."

– Director of the FDA's Center for Devices and Radiological Health (2018)

More information is available at cellphonehealthfacts.com.

Agencies and organizations that shape U.S. regulations:

- Institute of Electrical and Electronics Engineers (IEEE)
- National Council on Radiation Protection and Measurements
- International Commission on Nonionizing Radiation Protection

The FCC, as well as other agencies that are experts in health and safety issues … looked at all of the studies and all of the information and they have reached the determination that these are safe. That's a determination that is constantly undergoing review and any new information that comes up is taken into account."

– FCC Commissioner (2018)

1400 16th Street, NW #600
Washington, DC 20036

202.736.3200
www.ctia.org

Aesthetics



The proposed 60’ tall monoeuc facility has been carefully designed and sited to ensure compatibility with the residential areas nearby. The facility will be installed within an existing row of mature eucalyptus trees, allowing the structure to visually blend with the established landscape.

The monoeuc replicates the height, trunk form, and coloration of the surrounding trees, minimizing visual contrast and reducing the appearance of a telecommunications facility. By integrating the structure within an existing tree line, the project avoids prominence, limits visibility from nearby residences, and maintains the natural character of the area.

The ground equipment will be appropriately screened and will blend well with the surrounding vegetation. The project does not introduce visual clutter inconsistent with the residential setting.

Due to the strategic placement within mature eucalyptus trees and the use of stealth design, the facility will have minimal visual impact and will remain compatible with the residential neighborhood.

Photo sims have been provided.

Verizon Site Church

Request for Reduction to Setback Requirement

The proposed 60’ tall monoeuc is subject to the City’s requirement that towers be setback a minimum distance equal to 75 percent of the tower height (45’) from adjoining lot lines. The applicant is requesting a reduction to this setback requirement.

The adjoining parcel to the East is under common ownership with the project site and is currently vacant. As such, the reduced setback will not impact a separate property owner, existing residence, or active land use. The intent of the setback requirement—to protect adjacent properties and ensure public safety—is therefore maintained.

Additionally, the proposed monoeuc will be engineered in compliance with current TIA-222-I standards and applicable California Building Code, 2025 requirements. The structure is designed to meet all wind and seismic loading standards and is engineered to perform safely under extreme conditions.

The proposed reduction will not create a public safety concern, visual incompatibility, or adverse land use impact. Given the common ownership and the vacant condition of the adjacent parcel, the requested setback reduction remains consistent with the intent of the ordinance.

Attachment 7:

Planning Commission Resolution No. 2026-___

RESOLUTION NO. 2026-___

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT APPLICATION (CUP-25-008) FOR A NEW TELECOMMUNICATIONS FACILITY INCLUDING A 60' FAUX MONO EUCALYPTUS TREE CELL TOWER ON BEHIND AN EXISTING CHURCH AT 28909 BASE LINE HIGHLAND (APN: 1210-011-38)

APPLICANT: VERIZON WIRELESS; SMARTLINK LLC.

A. RECITALS

1. On November 23, 2025, the Applicant submitted Conditional Use Permit Application (CUP 25-008) requesting a new telecommunications facility including and 60' faux Mono Eucalyptus tree cell tower and 300 square foot equipment lease area behind an existing church building. located at 28909 Church St., Highland (APN No.: 1210-011-38)

2. The site is zoned Planned Development within the East Highland Ranch Planned Development which designates this site as Neighborhood Commercial.

3. As required by City Council Resolution, Notice of the Public Hearing was posted at the City's three designated posting locations within the City and on February 20, 2026, a legal ad was run in the San Bernardino Sun. In addition, the notice was posted on the City's website, and interested agencies, commentors, and property owners within a 300-foot radius of the site were notified by mail and electronic mail (e-mail). No further notice is required for the public hearing.

4. On March 3, 2026, the Planning Commission of the City of Highland, conducted a Public Hearing on the subject application 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 3, 2026, 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. Conditional Use Permit Findings of Fact (CUP-25-008), Highland Municipal Code Section 16.08.050.E:

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

Response: The project site is designated Planned Development (PD) in the Highland General Plan. The General Plan Land Use Element notes that this site is within the East Highlands Ranch Planned Unit Development (EHR PUD) and that the PUD document provides detailed land use guidance, development standards and conditions of approval to guide the development of East Highlands Ranch. The PUD further designates the site's land use as Neighborhood Commercial (NC). The purpose of NC is to "provide appropriately located areas for daily shopping and commercial service needs of area residents and workers" including "supporting uses" (Highland General Plan, Commercial Designations). In Table 16.20.020.A of the Highland Municipal Code, wireless communications facilities are permitted within Planned Development (PD) district and all Commercial districts including NC.

Highland General Plan's Public Services and Facilities Element, Goal 4.6 states the City's initiative to "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." The proposed use is in keeping with this initiative to ensure Highland residents can access adequate provisions.

The effect of the tower on the surrounding community was reviewed. Land Use Element, Goal 2.2 is to "*Preserve and enhance the quality and character of existing residential neighborhoods*." The project took into consideration the adjacent residential uses to the east and west and located the tower within an existing landscaped area, stealthed the tower to blend with the adjacent eucalyptus trees, stuccoed the equipment enclosure to blend with the existing church building, and sited the facility to be buffered by Church Street to the west and Bledsoe Gulch to the east.

In addition, the City has reviewed the application, and conditions of approval have been included, to ensure compliance with applicable development policies and ongoing 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 Site is located within a Planned Development Zoning District and on the site of an existing church. The proposed 60-foot (60') tall faux Eucalyptus wireless communication tower and walled equipment shelter is at the rear of an existing building and largely out of view of the public. This site and the neighboring site have substantive landscaping that will aid in screening this tower and permitting it to blend in. No significant impacts to the existing visual character, or quality of the site and its surroundings would occur because of the proposed project. Additionally, this project would align with uses that have been previously deemed appropriate as there is a similarly located telecommunications tower located north of the subject site which was approved under the same set of zoning regulations. Conditions of approval have been placed on the project to ensure the faux Eucalyptus is maintained and will not impair the integrity, or character of the proposed 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 is non-residential in nature. Historically it has been used as a real estate office, educational facility, and most recently a religious institution. It is at a prominent intersection at a gateway entrance to East Highlands Ranch. As such it is heavily landscaped and includes a sizeable entry monument sign. The proposed tower is located towards the rear of the site and will blend within the existing mature landscape. It will not negatively affect the structure, landscape area or parking. The use is ancillary to the building and use of the site.

   The facility will improve telecommunications in the area and is suited for future co-location by other service providers. The proposed use is permitted within the Planned Development Zoning District and EHR PUD / Neighborhood Commercial Zone.

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

   Response: The site is currently served by local electrical, gas, water and sewer providers. There were no concerns voiced by these agencies upon receipt of the project's public notification. Additionally, there were no

concerns raised by the City's Public Works, Public Safety or Fire Departments. Standard Conditions of Approval are applied to the project.

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

Response: Federal Communications Commission (FCC) rules require transmitting facilities to comply with Radio Frequency (RF) Exposure Guidelines. The limits established in the guidelines are designed to protect the public health with a very large margin of safety. The proximity of the wireless tower, though close to adjacent properties, is constructed to appropriate safeguard standards of the Highland Municipal Code. The proposed project will be constructed in compliance with building codes and conditioned so that it will not be detrimental to the public health, safety or welfare, or materially injurious to properties and improvement in the vicinity.

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

Response: This proposed project is Categorically Exempt from environmental proceedings pursuant to Section 15303, Class 3, New Construction or Conversion of Small Structures, of the California Environmental Quality Act (CEQA) Guidelines, since:

(a) the project consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure.

(b) The project falls under a water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.

5. Based on the Findings of Fact and Conclusions set forth above, the Planning Commission approves this Conditional Use Permit (CUP-25-008) to allow the installation of a 60-foot (60') tall faux Eucalyptus wireless communication tower with the accessory ground-mounted equipment in an unmanned walled shelter.

C. ADOPTION OF RESOLUTION.

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

Exhibit 1 includes the Project Plans

Exhibit 2 includes Photo Simulations

Exhibit 3 includes Conditions of Approval

PASSED, APPROVED AND ADOPTED this 3rd day of March, 2026.

ATTEST:

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

Exhibit 1:

Project Plans

CHURCH

PROJECT ID: 17417587

28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

OVERALL HEIGHT 60-0"

PROJECT TEAM

SITE ACQUISITION /PLANNING:
SMARTLINK LLC
10 CHURCH CIRCLE
ANNAPOLIS, MD 21401
CONTACT: VERONICA ARVIZU
PHONE: (858)602-6380

CIVIL ENGINEER:
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
CONTACT: GARRETT HAWTHORNE
PHONE: (702) 367-7705
FAX: (702) 367-8733

ELECTRICAL ENGINEER:
DGS CONSULTING ENGINEERING SERVICES LLC
9811 W. CHARLESTON BOULEVARD, SUITE 2539
LAS VEGAS, NEVADA 89117
CONTACT: DEREK G. STEFUREAC
PHONE: (702) 885-1552

SURVEYOR:
CELLSITE CONCEPTS
16885 VIA DEL CAMPO CT., SUITE
318, SAN DIEGO, CA 92127
CONTACT: SEV FRANCISCO
OFFICE PHONES: 858.432-4112 /
858.432-4257 EX. 103

VERIZON WIRELESS SIGNATURE BLOCK

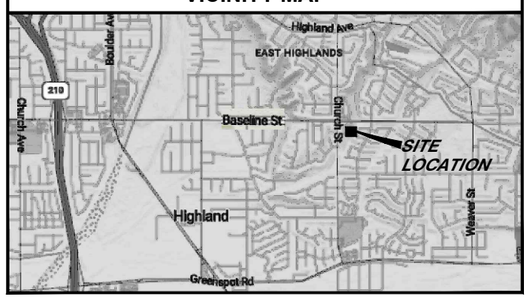
DISCIPLINE:	SIGNATURE:	DATE:
RE VENDOR:		
A&E VENDOR:		
A&E COORDINATOR:		
UTILITY VENDOR:		
RF:		
RE:		
CE:		
EE:		
TRANSPORT:		

PROJECT DESCRIPTION

THIS PROJECT IS A VERIZON WIRELESS UNMANNED TELECOMMUNICATION WIRELESS FACILITY. IT WILL CONSIST OF THE FOLLOWING:

- INSTALLATION OF A 400 SQ. FT. VERIZON WIRELESS TELECOMMUNICATIONS FACILITY
- INSTALLATION OF (12) VERIZON WIRELESS PANEL ANTENNAS AT A 51' CENTERLINE MOUNTED ON A NEW 60' ANTENNA STRUCTURE
- INSTALLATION OF (2) VERIZON WIRELESS PARABOLIC ANTENNAS
- INSTALLATION OF (12) VERIZON WIRELESS REMOTE RADIO UNITS (RRUs)
- INSTALLATION OF (3) VERIZON WIRELESS TOWER MOUNTED JUNCTION BOXES
- INSTALLATION OF (3) VERIZON WIRELESS MACROCELL EQUIPMENT CABINETS ON A CONCRETE PAD
- INSTALLATION OF A VERIZON WIRELESS GPS ANTENNA
- INSTALLATION OF A VERIZON WIRELESS 8' BLOCK WALL
- INSTALLATION OF A VERIZON WIRELESS 8' WROUGHT IRON FENCE
- INSTALLATION OF A VERIZON WIRELESS 4' WIDE SOLID METAL GATE
- INSTALLATION OF A VERIZON WIRELESS 30KW GENERATOR WITH A 168 GALLON DIESEL TANK ON A CONCRETE PAD
- HYBRIFLEX CABLE RUNS FROM RADIOS TO ANTENNAS
- NEW FIBER CONDUIT RUN TO CABINETS
- NEW 200A DEDICATED ELECTRICAL SERVICE TO METER

VICINITY MAP



DRIVING DIRECTIONS

FROM: VERIZON OFFICE TO: SITE ADDRESS

FROM 15505 SAND CANYON AVENUE, IRVINE, CALIFORNIA 92618: DEPART AND HEAD (NORTHEAST) 56 FT; TURN RIGHT, THEN IMMEDIATELY TURN RIGHT ONTO SAND CANYON AVE 0.4 MI; TURN LEFT ONTO BARRANCA PKWY 1.0 MI; TURN RIGHT ONTO PACIFICA 0.1 M; TAKE THE RAMP ON THE RIGHT AND FOLLOW SIGNS FOR CA-133 NORTH 3.9 MI; AT EXIT 14B, HEAD LEFT ON THE RAMP FOR CA-241 NORTH TOWARD RIVERSIDE 12.2 MI; AT EXIT 39A, HEAD RIGHT ON THE RAMP FOR CA-91 EAST TOWARD RIVERSIDE 6.4 MI; AT EXIT 47, HEAD RIGHT ON THE RAMP FOR SERFAS CLUB DR TOWARD AUTO CENTER DR 2.8 MI; AT EXIT 50, HEAD ON THE RAMP RIGHT AND FOLLOW SIGNS FOR MAIN ST 0.3 MI; TAKE THE RAMP ON THE RIGHT FOR CA-91 E 0.2 MI; KEEP LEFT TO GET ONTO CA-91 E 15.3 MI; KEEP STRAIGHT TO GET ONTO I-215 N 5.4 MI; AT EXIT 40A, HEAD RIGHT ON THE RAMP FOR I-10 EAST TOWARD REDLANDS 5.4 MI; AT EXIT 77B, HEAD RIGHT ON THE RAMP FOR CA-330 / CA-210 TOWARD BIG BEAR / HIGHLAND 3.9 MI; AT EXIT 82, HEAD RIGHT ON THE RAMP FOR BASELINE ST TOWARD BASE LINE RD 0.3 MI; TURN RIGHT ONTO BASELINE ST 1.5 MI; ARRIVE AT BASELINE ST. THE LAST INTERSECTION BEFORE YOUR DESTINATION IS CHURCH ST, SITE WILL BE ON SE CORNER OF INTERSECTION.

PROJECT SUMMARY

APPLICANT/LESSEE
VERIZON WIRELESS
15505 SAND CANYON AVENUE
BUILDING C
IRVINE, CALIFORNIA 92618
OFFICE: (949) 286-7000

ASSESSOR'S PARCEL NUMBER
APN: 1210-011-38-0-000

PROPERTY OWNER:
OWNER: E HIGHLANDS RANCH MASTER HOMEOWNERS
ADDRESS: 7136 CLUB VIEW DRIVE
HIGHLAND, CALIFORNIA 92346
CONTACT: SPENCER MATHEY
TELEPHONE: (909) 425-3972 x6271

PROPERTY INFORMATION:
SITE NAME: CHURCH
SITE ADDRESS: 28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346
JURISDICTION: CITY OF HIGHLAND

CONSTRUCTION INFORMATION

AREA OF CONSTRUCTION:	17'-4" X 17'-4" (~300 SF) & 10'-0" X 10'-0" (100 SF) & 411 SF
OCCUPANCY TYPE:	U
TYPE OF CONSTRUCTION:	V-B
CURRENT ZONING:	PLANNED DEVELOPMENT (PD)
ADA COMPLIANCE:	FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. MACHINERY SPACES ARE EXEMPT FROM ACCESSIBILITY REQUIREMENTS PER THE CBC SECTION 11B-203.5.

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR BE RESPONSIBLE FOR THE SAME.

CODE COMPLIANCE

- 2022 CALIFORNIA ENERGY CODE
- 2022 CALIFORNIA BUILDING CODE
- 2022 CALIFORNIA ELECTRICAL CODE
- 2022 CALIFORNIA FIRE CODE
- 2022 CALIFORNIA GREEN BUILDING CODE
- 2022 CALIFORNIA MECHANICAL CODE
- 2022 CALIFORNIA PLUMBING CODE
- 2022 CALIFORNIA EXISTING BUILDING CODE

SHEET	DESCRIPTION	REV
T1	TITLE SHEET	2
LS-1	TOPOGRAPHIC SURVEY	2
LS-2	TOPOGRAPHIC SURVEY	2
LS-3	NOTES & TITLE REPORT EXCEPTIONS	2
A1	SITE PLAN	2
A2	ENLARGED SITE PLAN	2
A3	SITE DETAIL, ANTENNA & CABLE SCHEDULE AND ANTENNA LAYOUT	2
A4	SITE DETAIL WITH DIMENSIONS	2
A5	NORTH AND WEST ELEVATIONS	2
A6	SOUTH AND EAST ELEVATIONS	2

ZONING DRAWINGS

811 Know what's below. Call before you dig.

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN CALIFORNIA (SOUTH), CALL DIG ALERT
TOLL FREE: 1-800-227-2600 OR WWW.DIGALERT.ORG
CALIFORNIA STATUTE REQUIRES MIN OF 2 WORKING DAYS NOTICE BEFORE YOU EXCAVATE

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
TITLE SHEET

T1

REVISION: 2



VICINITY MAP

APN
1210-011-38-0-000

SITE ADDRESS
28909 BASE LINE STREET, HIGHLAND, CA 92346

TITLE REPORT
TITLE REPORT WAS PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY WITH GUARANTEE NUMBER 932402318 DATED AUGUST 16, 2024.

BASIS OF BEARING
BEARINGS SHOWN HEREON ARE BASED UPON U.S. STATE PLANE NAD83 COORDINATE SYSTEM CALIFORNIA STATE PLANE COORDINATE ZONE FIVE, DETERMINED BY GPS OBSERVATIONS.

BENCHMARK
ELEVATIONS ARE BASED ON CRTN (CSRC) NETWORK BROADCAST COORDINATES.

FLOODZONE
SITE IS LOCATED IN FLOOD ZONE "X" AS PER F.I.R.M. MAP NO. 06071C8706H EFFECTIVE DATE 08/28/2008.

NOTES:
1. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP. THE PROPERTY LINES AND EASEMENTS SHOWN HEREON ARE FROM RECORD INFORMATION AS NOTED HEREON. CELLSITE CONCEPTS TRANSLATED THE TOPOGRAPHIC SURVEY TO RECORD INFORMATION USING FOUND MONUMENTS SHOWN HEREON. THE LOCATION OF PROPERTY LINES SHOWN HEREON ARE APPROXIMATE AND FOR INFORMATIONAL PURPOSES ONLY. THEY ARE NOT TO BE RELIED UPON AS THE ACTUAL BOUNDARY LINES.
2. ANY CHANGES MADE TO THE INFORMATION ON THIS PLAN, WITHOUT THE WRITTEN CONSENT OF CELLSITE CONCEPTS, RELIEVES CELLSITE CONCEPTS OF ANY AND ALL LIABILITY.
3. THE HEIGHTS AND ELEVATIONS FOR THE TREES, BUSHES AND OTHER LIVING PLANTS SHOWN HEREON, SHOULD BE CONSIDERED APPROXIMATE (+/−) AND ONLY FOR THE DATE OF THIS SURVEY. THEY ARE PROVIDED AS A GENERAL REFERENCE AND SHOULD NOT BE USED FOR DESIGN PURPOSES.
4. WRITTEN DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED & SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE SURVEYOR PRIOR TO COMMENCEMENT OF ANY WORK.
5. FIELD SURVEY COMPLETED ON MAY 31, 2023.

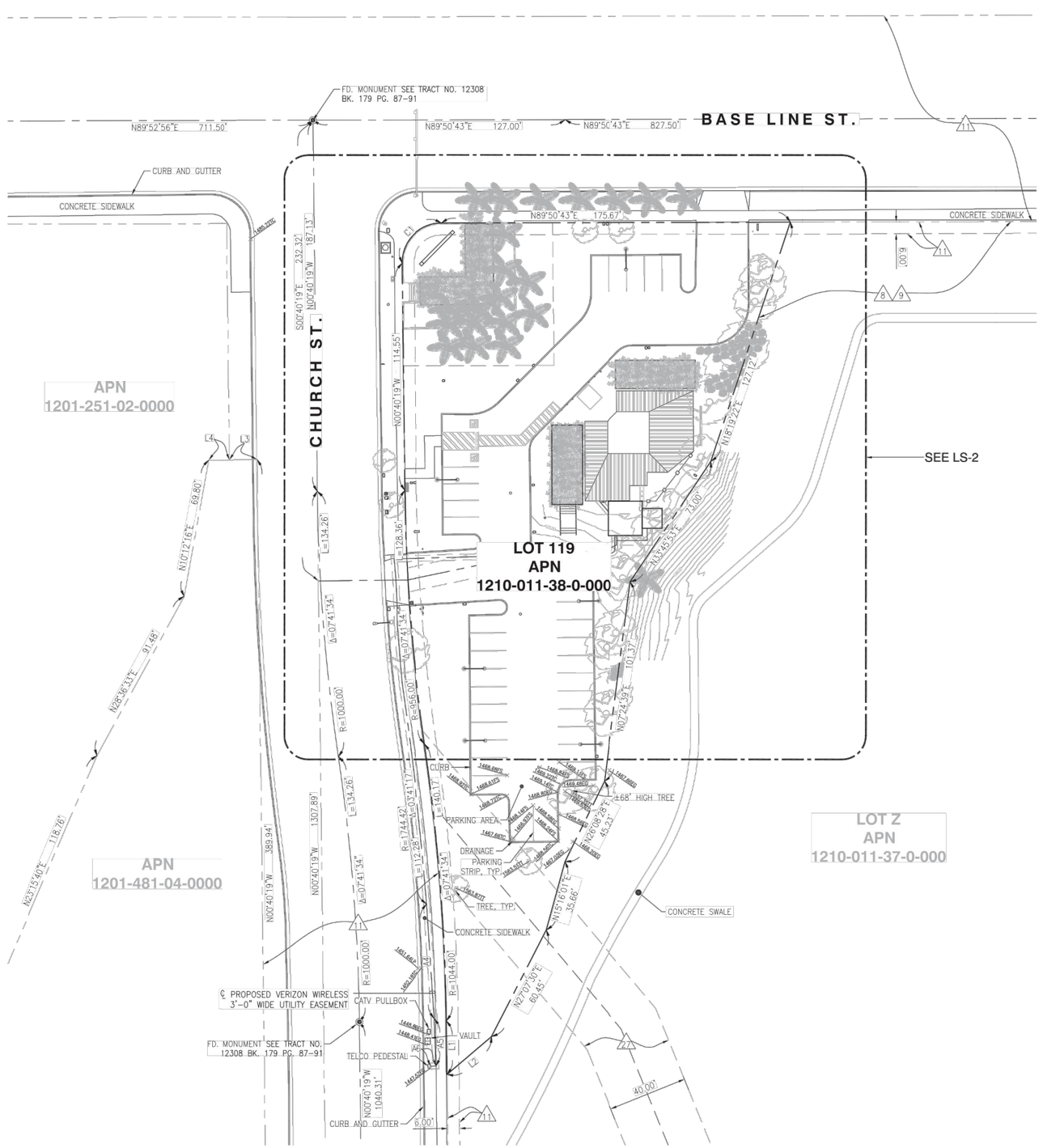
LEGENDS

——— – ———	CENTER LINE
—— – – ——	PROPERTY LINE
— — — —	EASEMENT LINE
EG	EXISTING GRADE
FS	FINISH SURFACE
LP	LIP OF GUTTER
TC	TOP OF CURB
TT	TOP OF TREE
	CATCH BASIN

MONUMENT
◉ FD. MONUMENT

PROPERTY LINES DERIVED FROM

TRACT NO. 12308 BK. 179 PG. 87–91	DATED MAY 17, 1985
TRACT NO. 17263 BK. 326 PG. 74–79	DATED MARCH 07, 2007



LINE TABLE		
NO.	LENGTH	BEARING
L1	27.00'	N00°40'19"W
L2	29.36'	N49°31'31"E
L3	13.96'	N89°19'41"E
L4	10.66'	N89°19'41"E

CURVE TABLE			
NO.	DELTA	RADIUS	ARC LENGTH
C1	90°31'02"	20.00'	31.60'

UTILITY EASEMENT LINE TABLE		
NO.	LENGTH	BEARING
A4	57.91'	S03°47'55"E
A5	23.97'	S02°03'19"E
A6	2.76'	N90°00'00"W

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

SPECTRUM
4405 EAST AIRPORT DRIVE, SUITE 100
ONTARIO, CA 91761

cellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
2	10/25/2024	FINAL SURVEY
1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:
LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8750
Exp. 12/31/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY:	RNFR
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-1

LEGENDS

- CENTER LINE
- PROPERTY LINE
- EASEMENT LINE
- WROUGHT IRON FENCE
- CMU WALL
- EG — EXISTING GRADE
- FS — FINISH SURFACE
- TT — TOP OF TREE
- LP — LIP OF GUTTER
- TC — TOP OF CURB
- TL — TOP OF LIGHT POLE
- RR — ROOF RIDGE
- TW — TOP OF WROUGHT IRON FENCE
- TR — TOP OF TRELLIS
- FL — FLOW LINE
- TV — TOP OF VINES
- TF — TOP OF FLAGPOLE
- TB — TOP OF BUILDING
- EXISTING LIGHT POLE
- EXISTING SIGNAGE
- CATCH BASIN
- PALM TREE
- TREE
- BUSH

COORDINATES

PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA

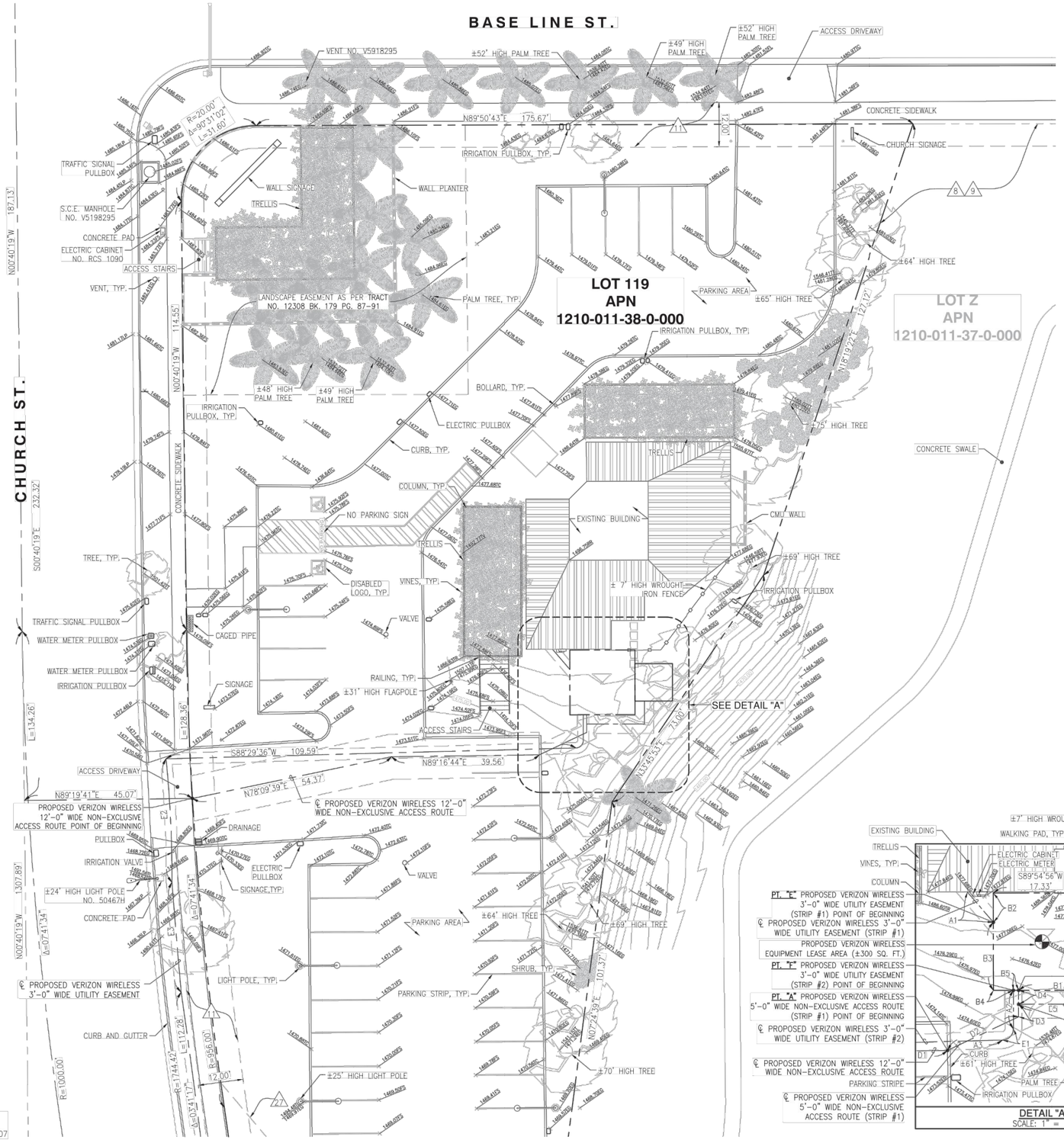
LATITUDE: 34°07'14.11"N (34.120586)

LONGITUDE: 117°10'23.97"W (−117.173325)

PROPOSED VERIZON WIRELESS TOWER LEASE AREA

LATITUDE: 34°07'14.11"N (34.120586)

LONGITUDE: 117°10'23.81"W (−117.173281)



PROPERTY LINES DERIVED FROM

TRACT NO. 12308 BK. 179 PG. 87-91	DATED MAY 17, 1985
TRACT NO. 17263 BK. 326 PG. 74-79	DATED MARCH 07, 2007

DETAIL "A"
SCALE: 1" = 10'

UTILITY EASEMENT LINE TABLE		
NO.	LENGTH	BEARING
A1	7.08'	N40°33'03"W
A2	6.88'	S00°01'29"W
A3	109.59'	S88°29'36"W

LEASE AREA LINE TABLE		
NO.	LENGTH	BEARING
B1	12.86'	N89°54'56"E
B2	5.20'	S00°05'04"E
B3	12.14'	S00°05'04"E
B4	3.54'	N89°54'56"E
B5	0.93'	N89°54'56"E
B6	7.50'	N89°54'56"E
B7	10.00'	N00°05'04"W
B8	10.00'	S89°54'56"W
B9	10.00'	S00°05'04"E
B10	2.50'	N89°54'56"E

ACCESS ROUTE LINE TABLE		
NO.	LENGTH	BEARING
D1	39.56'	N89°16'44"E
D2	13.99'	N64°35'32"E
D3	2.22'	N00°00'00"E
D4	2.50'	N00°00'00"E
D5	15.36'	N89°54'56"E
D6	6.15'	N00°05'04"W

UTILITY EASEMENT CURVE TABLE			
NO.	DELTA	RADIUS	ARC LENGTH
E1	88°31'04"	2.00'	3.09'
E2	06°03'59"	312.63'	33.10'
E3	00°33'48"	2999.11'	29.49'

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

SPECTRUM
4405 EAST AIRPORT DRIVE, SUITE 100
ONTARIO, CA 91761

ellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
2	10/25/2024	FINAL SURVEY
1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:

LICENSED LAND SURVEYOR
RAFI Y. HANNA
L.S. 8780
Exp. 12/31/24
10/25/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY:	RNFR
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-2

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:
LOT "Z" OF TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS SHOWN ON A MAP FILED OF MAPS, IN BOOK 179, PAGES 87 THROUGH 91, INCLUSIVE, IN THE OFFICE OF THE COUNTY RECORDS OF SAID COUNTY.

ALSO EXCEPTING THEREFROM, ALL MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND ALL UNDERGROUND WATER IN OR UNDER OR WHICH MAY BE PRODUCED FROM SAID LAND WHICH UNDERLIES A PLANE PARALLEL TO AND 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND FOR THE PURPOSE OF PROSPECTING FOR, THE EXPLORATION, DEVELOPMENT, PRODUCTION, EXTRACTION AND TAKING SAID MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER FROM SAID LAND BY MEANS OF MINES, WELLS, DERRICKS OR OTHER EQUIPMENT FROM SURFACE LOCATIONS ON ADJOINING OR NEIGHBORING LAND OR LYING OUTSIDE OF THE ABOVE-DESCRIBED LAND, IT BEING UNDERSTOOD THAT THE OWNER OF SUCH MINERALS, OIL, GAS, PETROLEUM, OTHER HYDROCARBON SUBSTANCES AND WATER, AS SET FORTH ABOVE, SHALL HAVE NO RIGHT TO ENTER UPON THE SURFACE OF THE ABOVE-DESCRIBED LAND NOR TO USE ANY OF THE SAID LAND OR ANY PORTION THEREOF ABOVE SAID PLANE PARALLEL TO AND 500 FEET BELOW THE PRESENT SURFACE OF SAID LAND FOR ANY PURPOSE WHATSOEVER, AS RESERVED IN DEED RECORDED OCTOBER 6, 1986, AS INSTRUMENT NO. 86-291264, OFFICIAL RECORDS.

PARCEL 2:
LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AS PER PLAT RECORDED IN BOOK 179, PAGE(S) 87 TO 91, INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDS OF SAID COUNTY.

APNS: 1210-011-37-0-000 & 1210-011-38-0-000

SCHEDULE B (EXCEPTIONS)

ITEMS 1, 5 & 6 ARE TAX RELATED
ITEMS 2, 3 & 36 ARE LIEN RELATED
ITEMS 4, 10 & 29 ARE RIGHTS RELATED
ITEMS 12 & 30 ARE COVENANT RELATED
ITEM 13 IS MEMORANDUM RELATED
ITEMS 17, 31 & 32 ARE AGREEMENT RELATED
ITEMS 33 & 34 ARE ORDINANCE RELATED
ITEM 35 IS REDEVELOPMENT RELATED
ITEM 37 IS ADVISORY RELATED
ITEM 38 IS COMPANY RIGHTS RELATED

EASEMENTS:

ITEMS 23 & 28 ARE **NOT PLOTTED. THE EXACT LOCATION AND EXTENT OF SAID EASEMENTS ARE NOT DISCLOSED OF RECORD.**

ITEMS 7, 14, 15, 16, 18, 19, 20, 21, 22, 24, 25 & 26 ARE **NOT PLOTTED. THE LOCATION OF SAID EASEMENTS ARE TOO FAR FROM THE SUBJECT LOT.**

8 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;
PURPOSE: DRAINAGE EASEMENT
AFFECTS: AS SHOWN ON SAID TRACK MAP
RECORDING NO.: BOOK 179, PAGE 87 THROUGH 91 INCLUSIVE OF MAPS
AFFECTS: LOT "Z"

9 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS DELINEATED OR AS OFFERED FOR DEDICATION, ON THE MAP OF SAID TRACT/PLAT;
PURPOSE: OPEN SPACE EASEMENT
AFFECTS: AS SHOWN ON SAID TRACK MAP
RECORDING NO.: BOOK 179, PAGE 87 THROUGH 91 INCLUSIVE OF MAPS

11 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 17, 1985
RECORDING NO.: 85-118316 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND

27 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION AND PACIFIC BELL, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 14, 1984
RECORDING NO.: 84-193046 OF OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND
REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

12 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE TWELVE (12.00) FEET IN WIDTH LYING SIX (6.00) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 2 TOWNSHIP 1 SOUTH, RANGE 3 WEST, ALSO BEING THE CENTERLINE INTERSECTION OF BASE LINE STREET AND CHURCH STREET, ON A FOUND MONUMENT, AS SHOWN ON THAT TRACT NO. 12308 AS PER MAP FILED IN BOOK 179 ON PAGES 87 THROUGH 91 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE SOUTHEASTERLY ALONG THE WEST LINE OF SAID SECTION 2, SOUTH 00°40'19" EAST, A DISTANCE OF 232.32 FEET; THENCE NORTHEASTERLY LEAVING SAID WEST LINE OF SAID SECTION 2, NORTH 89°19'41" EAST, A DISTANCE OF 45.07 FEET TO THE WESTERLY LINE OF SAID LOT 119, ALSO BEING THE **POINT OF BEGINNING** OF THIS CENTERLINE DESCRIPTION;

THENCE NORTH 78°09'39" EAST, A DISTANCE OF 54.37 FEET;
THENCE NORTH 89°16'44" EAST, A DISTANCE OF 39.56 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "A"; ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID TWELVE (12.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 12 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE ON SHEET LS-2.

5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION (STRIP #1):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE FIVE (5.00) FEET IN WIDTH LYING TWO AND A HALF (2.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "A";
THENCE NORTH 64°35'52" EAST, A DISTANCE OF 13.99 FEET;
THENCE NORTH 00°00'00" EAST, A DISTANCE OF 2.22 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "B";
THENCE NORTH 00°00'00" EAST, A DISTANCE OF 2.50 FEET TO A POINT ON THE SOUTHERLY LINE OF THE **PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA**, REFERRED TO HEREINAFTER AS POINT "C", ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID FIVE (5.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE (STRIP #1) ON SHEET LS-2.

5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE CENTERLINE DESCRIPTION (STRIP #2):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR NON-EXCLUSIVE ACCESS ROUTE PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

A ROUTE FIVE (5.00) FEET IN WIDTH LYING TWO AND A HALF (2.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "B";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 15.36 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 6.15 FEET TO A POINT ON THE SOUTHERLY LINE OF THE **PROPOSED VERIZON WIRELESS TOWER LEASE AREA**, REFERRED TO HEREINAFTER AS POINT "D", ALSO BEING THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID FIVE (5.00) FEET WIDE ACCESS ROUTE IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE 5 FEET WIDE NON-EXCLUSIVE ACCESS ROUTE (STRIP #2) ON SHEET LS-2.

PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR EQUIPMENT LEASE AREA PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID POINT "C";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 12.86 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 17.33 FEET;
THENCE SOUTH 89°54'56" WEST, A DISTANCE OF 17.33 FEET;
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 5.20 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "E";
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 12.14 FEET;
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 3.54 FEET TO A POINT REFERRED TO HEREINAFTER AS POINT "F";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 0.93 FEET TO THE **POINT OF BEGINNING** OF THIS **PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA DESCRIPTION.**

CONTAINS 300 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE PROPOSED VERIZON WIRELESS EQUIPMENT LEASE AREA ON SHEET LS-2.

PROPOSED VERIZON WIRELESS TOWER LEASE AREA DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR TOWER LEASE AREA PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS TO WIT:

BEGINNING AT SAID POINT "D";
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 7.50 FEET;
THENCE NORTH 00°05'04" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 89°54'56" WEST, A DISTANCE OF 10.00 FEET;
THENCE SOUTH 00°05'04" EAST, A DISTANCE OF 10.00 FEET;
THENCE NORTH 89°54'56" EAST, A DISTANCE OF 2.50 FEET TO THE **POINT OF BEGINNING** OF THIS **PROPOSED VERIZON WIRELESS TOWER LEASE AREA DESCRIPTION.**

CONTAINS 100 SQUARE FEET MORE OR LESS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE PROPOSED VERIZON WIRELESS TOWER LEASE AREA ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #1):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR POWER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "E";
THENCE NORTH 40°33'03" WEST, A DISTANCE OF 7.08 FEET TO THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #1) ON SHEET LS-2.

3 FEET WIDE UTILITY EASEMENT CENTERLINE DESCRIPTION (STRIP #2):

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF HIGHLAND, IN THE COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOT 119, TRACT NO. 12308, IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AS PER PLAT RECORDED IN BOOK 179 OF MAPS, PAGE(S) 87 TO 91, INCLUSIVE, RECORDER OF SAID COUNTY.

A STRIP OF LAND FOR UTILITY EASEMENT PURPOSES FOR THE LAND REFERRED TO HEREIN SITUATED IN THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

AN EASEMENT FOR FIBER UTILITIES THREE (3.00) FEET IN WIDTH LYING ONE AND A HALF (1.50) FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE TO WIT:

BEGINNING AT SAID POINT "F";
THENCE SOUTH 00°01'29" EAST, A DISTANCE OF 6.88 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 2.00 FEET;
THENCE SOUTHWESTERLY, 3.09 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 88°31'04";
THENCE SOUTH 88°29'36" WEST, A DISTANCE OF 109.59 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 312.63 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS NORTH 84°14'42" EAST;
THENCE SOUTHEASTERLY, 33.10 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 06°03'59" TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE NORTHEAST, HAVING A RADIUS OF 2939.11 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS SOUTH 85°29'54" WEST;
THENCE SOUTHEASTERLY, 29.49 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 00°33'48" TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE TO THE SOUTHWEST, HAVING A RADIUS OF 1744.42 FEET AND TO WHICH SAID BEGINNING A RADIAL LINE BEARS NORTH 81°43'42" EAST;
THENCE SOUTHEASTERLY, 112.28 FEET ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°41'17";
THENCE SOUTH 03°47'55" EAST, A DISTANCE OF 57.91 FEET;
THENCE SOUTH 02°03'19" EAST, A DISTANCE OF 23.97 FEET;
THENCE NORTH 90°00'00" WEST, A DISTANCE OF 2.76 FEET TO THE **TERMINUS POINT** OF THIS CENTERLINE DESCRIPTION.

THE SIDE LINES OF SAID THREE (3.00) FEET WIDE UTILITY EASEMENT IS TO BE EXTENDED AND/OR SHORTENED TO TERMINATE IN THE LANDS OF THE GRANTOR AND SHALL BE JOINED AT ALL ANGLE POINTS.

SUBJECT TO ALL EASEMENTS AND/OR RIGHT-OF-WAY RECORDS.

SEE UTILITY EASEMENT (STRIP #2) ON SHEETS LS-1 & LS-2.

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

SPECTRUM
4405 EAST AIRPORT DRIVE, SUITE 100
ONTARIO, CA 91761

ellsite concepts
16885 VIA DEL CAMPO CT., SUITE 318
SAN DIEGO, CA 92127
tel: (858) 432-4112 / (858) 432-4257

REV	DATE	DESCRIPTION
2	10/25/2024	FINAL SURVEY
1	06/08/2023	PRELIMINARY SURVEY

ISSUED DATE:
OCTOBER 25, 2024

ISSUED FOR:
FINAL SURVEY

LICENSURE:

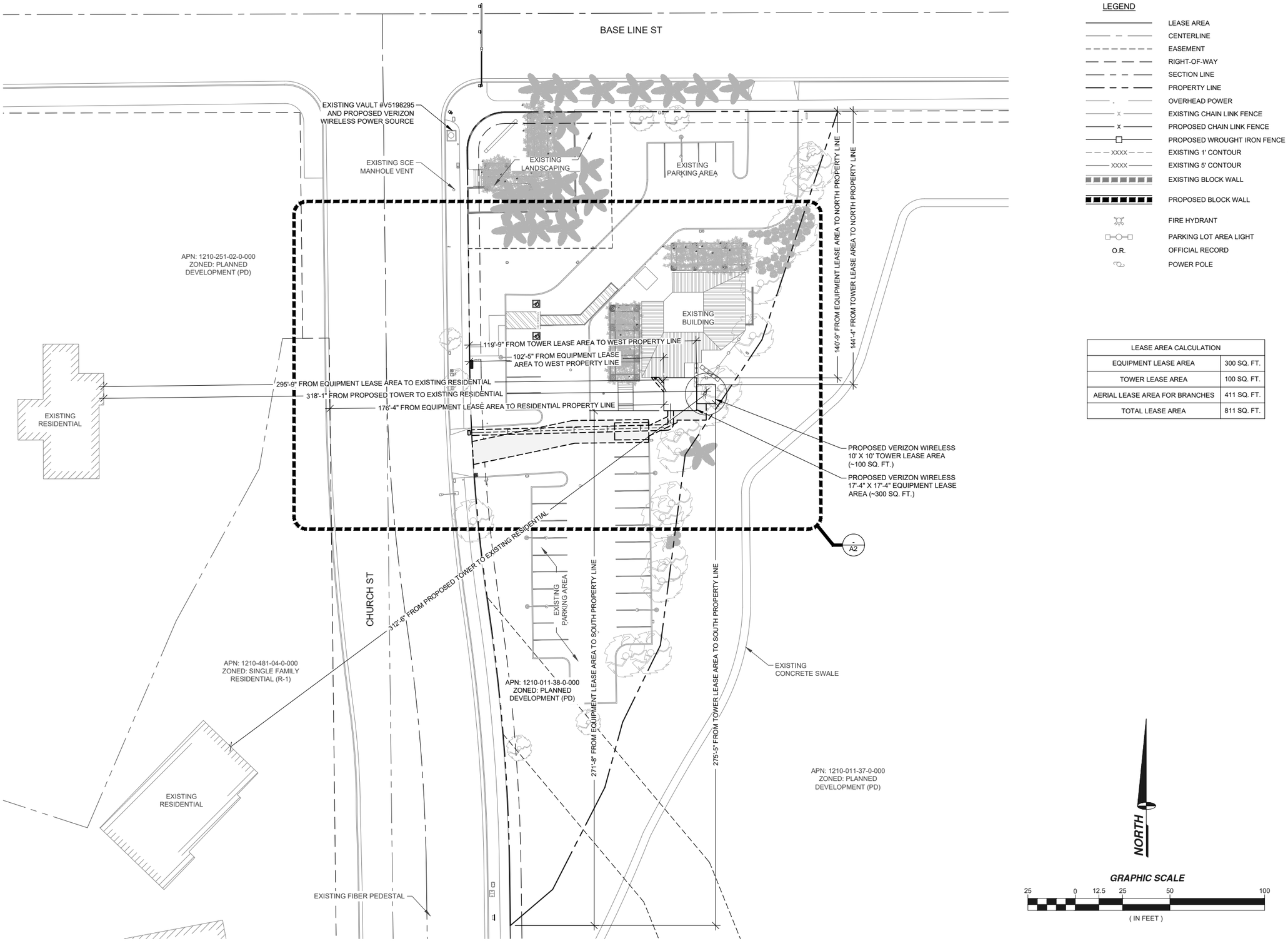
LICENSED LAND SURVEYOR
REZA Y. HANNA
L.S. 8780
Exp. 12/31/24
10/25/24
STATE OF CALIFORNIA

PROJECT INFORMATION:
CHURCH
28909 BASE LINE ST.,
HIGHLAND, CA 92346

DRAWN BY:	RNFR
CHECKED BY:	RH

SHEET TITLE:
TOPOGRAPHIC SURVEY

SHEET NUMBER:
LS-3



LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE

LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

SITE PLAN

11" X 17" SCALE	24" X 36" SCALE	
1" = 50'	1" = 25'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

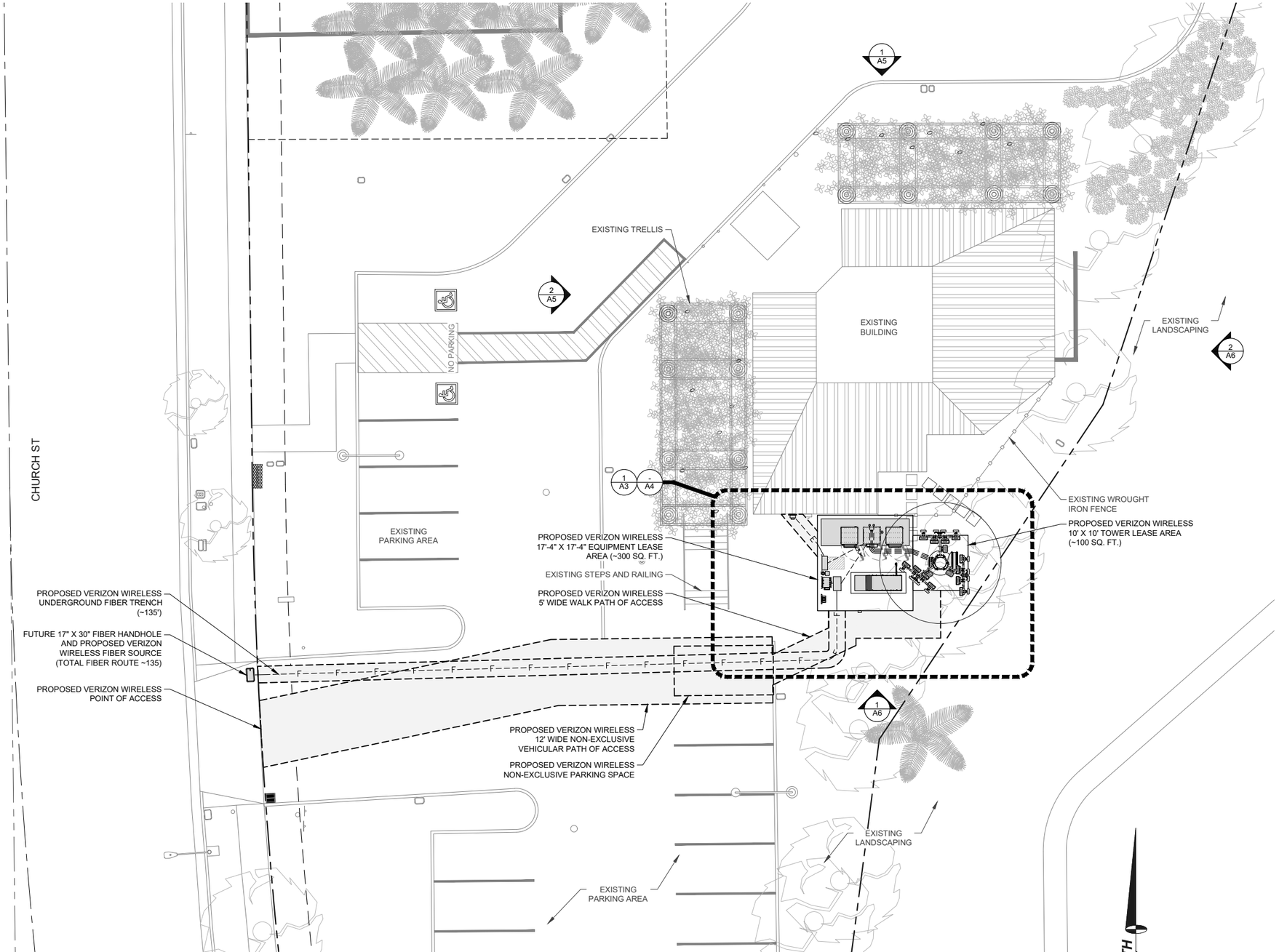
SHEET TITLE:
SITE PLAN

A1

REVISION: 2

LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE



LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)

ENLARGED SITE PLAN

11" X 17" SCALE	24" X 36" SCALE	
1" = 20'	1" = 10'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge

NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION

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15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

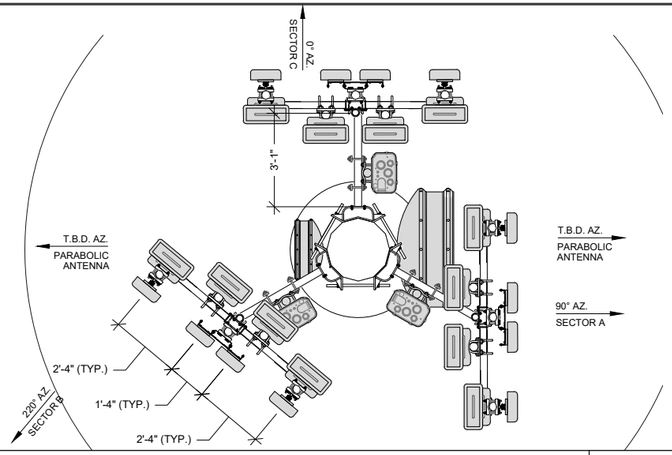
CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:

ENLARGED SITE PLAN

A2

REVISION: 2



ANTENNA LAYOUT

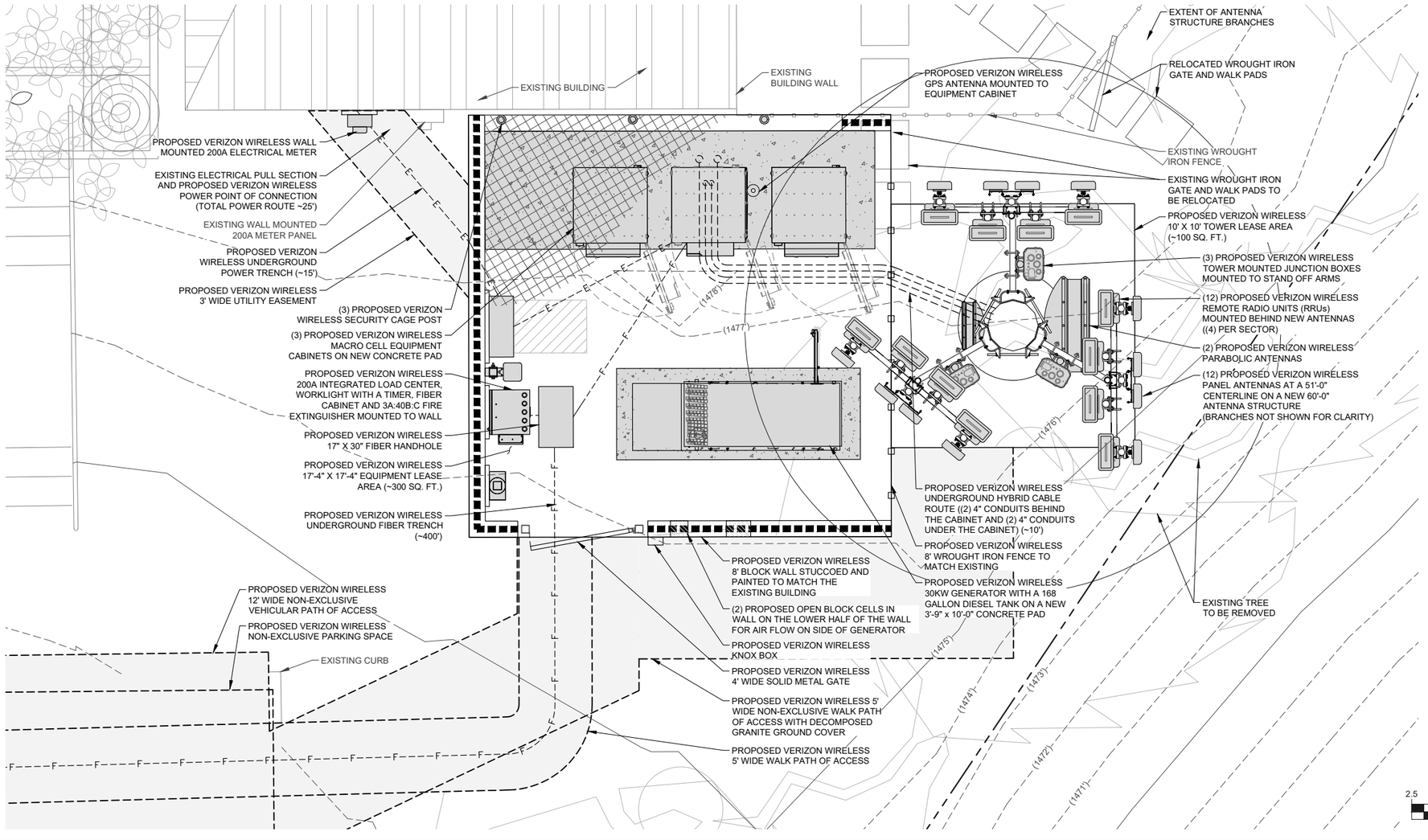
11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	4

ANTENNA SECTOR	AZIMUTH	# OF ANTENNAS	# OF RRUS	CENTERLINE	CABLE LENGTH	CABLE TYPE	COLOR CODE	HYBRID JUMPER	JUMPER	COMMENTS
SECTOR A	90°	4	4	51'	170'	(3) 12X24 HYBRID CABLES	.	5'	15'	. .
SECTOR B	220°	4	4				.	5'	15'	. .
SECTOR C	0°	4	4				.	5'	15'	. .
PARABOLIC ANTENNA	T.B.D.	2	.	T.B.D.	.	.	.	.	.	. .
GPS	N/A	1	.	.	.	1/2" COAX	.	.	.	. .

NOTE: CONTRACTOR TO FIELD VERIFY CABLE LENGTHS PRIOR TO ORDERING, FABRICATION, OR INSTALLATION OF CABLES.

ANTENNA AND CABLE SCHEDULE

SCALE:	
NONE	2



LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE

LEASE AREA CALCULATION	
EQUIPMENT LEASE AREA	300 SQ. FT.
TOWER LEASE AREA	100 SQ. FT.
AERIAL LEASE AREA FOR BRANCHES	411 SQ. FT.
TOTAL LEASE AREA	811 SQ. FT.

NOTE:
EXISTING LANDSCAPING INSIDE PROPOSED LEASE AREA TO BE RELOCATED AS NEEDED

NORTH

GRAPHIC SCALE

2.5 0 1.25 2.5 5 10

(IN FEET)

SITE DETAIL

11" X 17" SCALE	24" X 36" SCALE	
1" = 5'	1" = 2'-6"	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
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verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

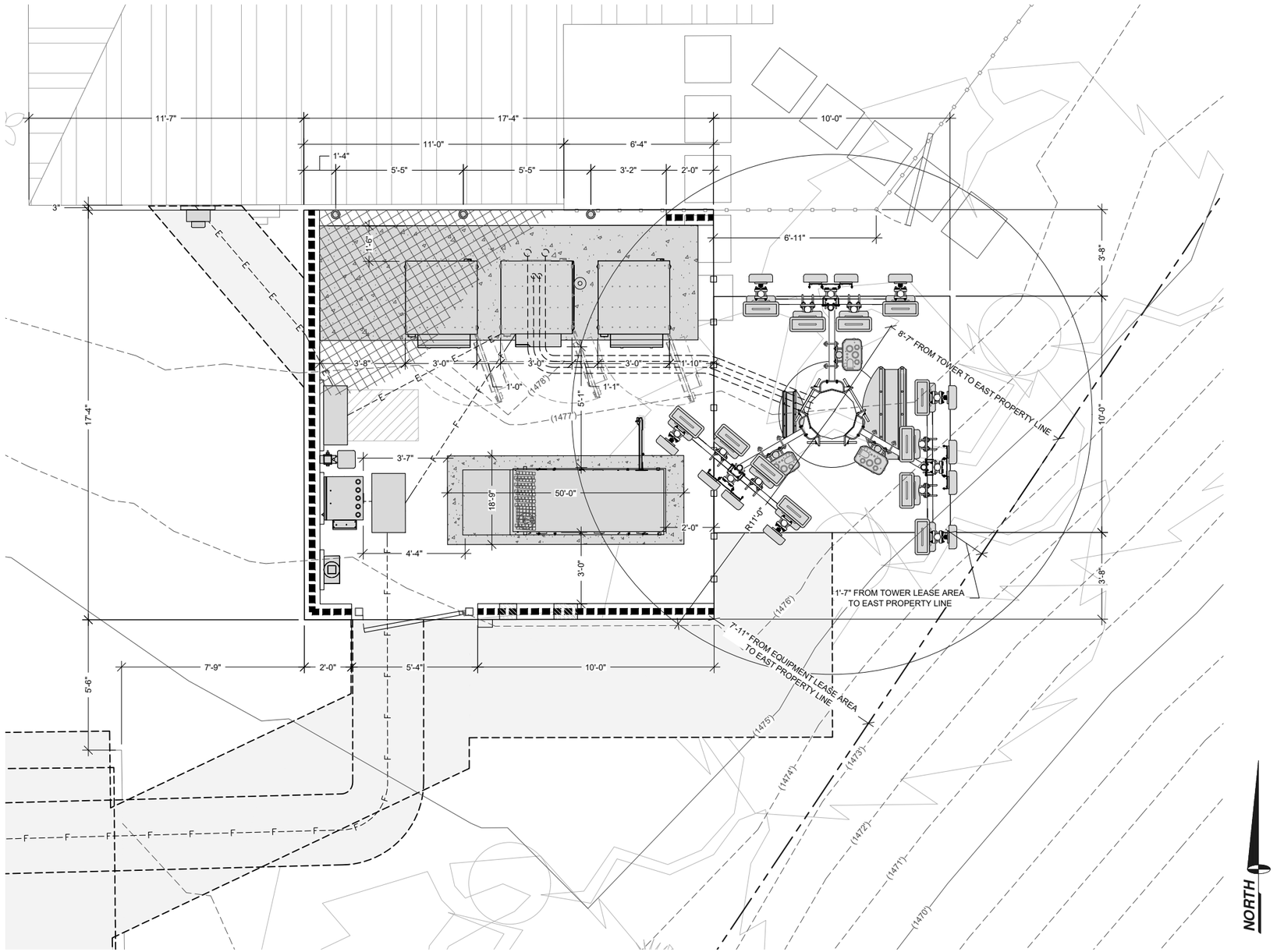
CHURCH
PROJECT ID: 2085218
28900 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
SITE DETAIL, ANTENNA & CABLE SCHEDULE AND ANTENNA LAYOUT

A3	REVISION: 2

LEGEND

- LEASE AREA
- CENTERLINE
- EASEMENT
- RIGHT-OF-WAY
- SECTION LINE
- PROPERTY LINE
- OVERHEAD POWER
- EXISTING CHAIN LINK FENCE
- PROPOSED CHAIN LINK FENCE
- PROPOSED WROUGHT IRON FENCE
- EXISTING 1' CONTOUR
- EXISTING 5' CONTOUR
- EXISTING BLOCK WALL
- PROPOSED BLOCK WALL
- FIRE HYDRANT
- PARKING LOT AREA LIGHT
- O.R. OFFICIAL RECORD
- POWER POLE



SITE DETAIL WITH DIMENSIONS

11" X 17" SCALE	24" X 36" SCALE	
1" = 5'	1" = 2'-6"	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION

THE INFORMATION CONTAINED IN THIS SET OF DRAWINGS IS PROPRIETARY & CONFIDENTIAL TO VERIZON WIRELESS. ANY USE OR DISCLOSURE OTHER THAN AS IT RELATES TO VERIZON WIRELESS IS STRICTLY PROHIBITED.

verizon

15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

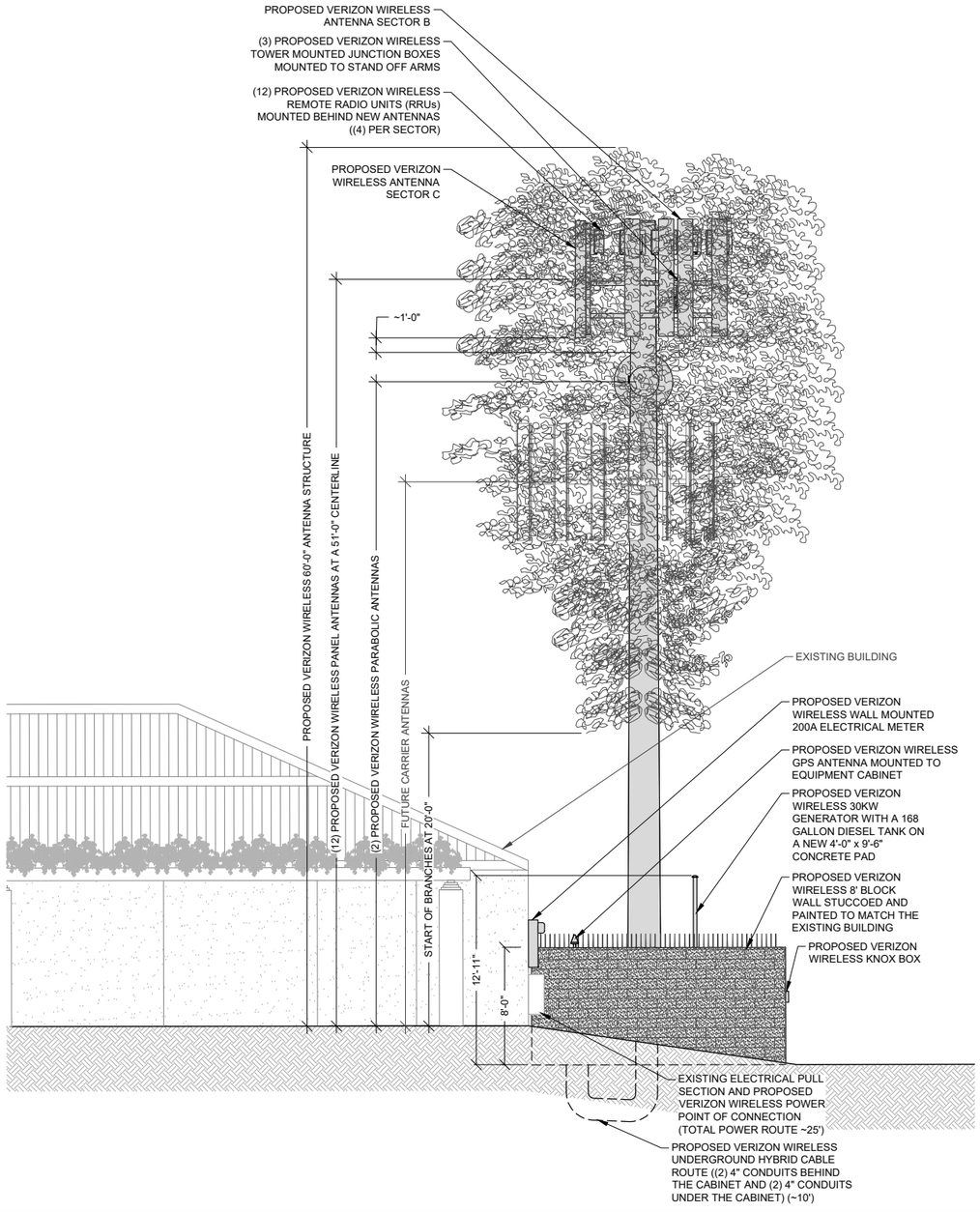
CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:

SITE DETAIL WITH DIMENSIONS

A4

REVISION: 2

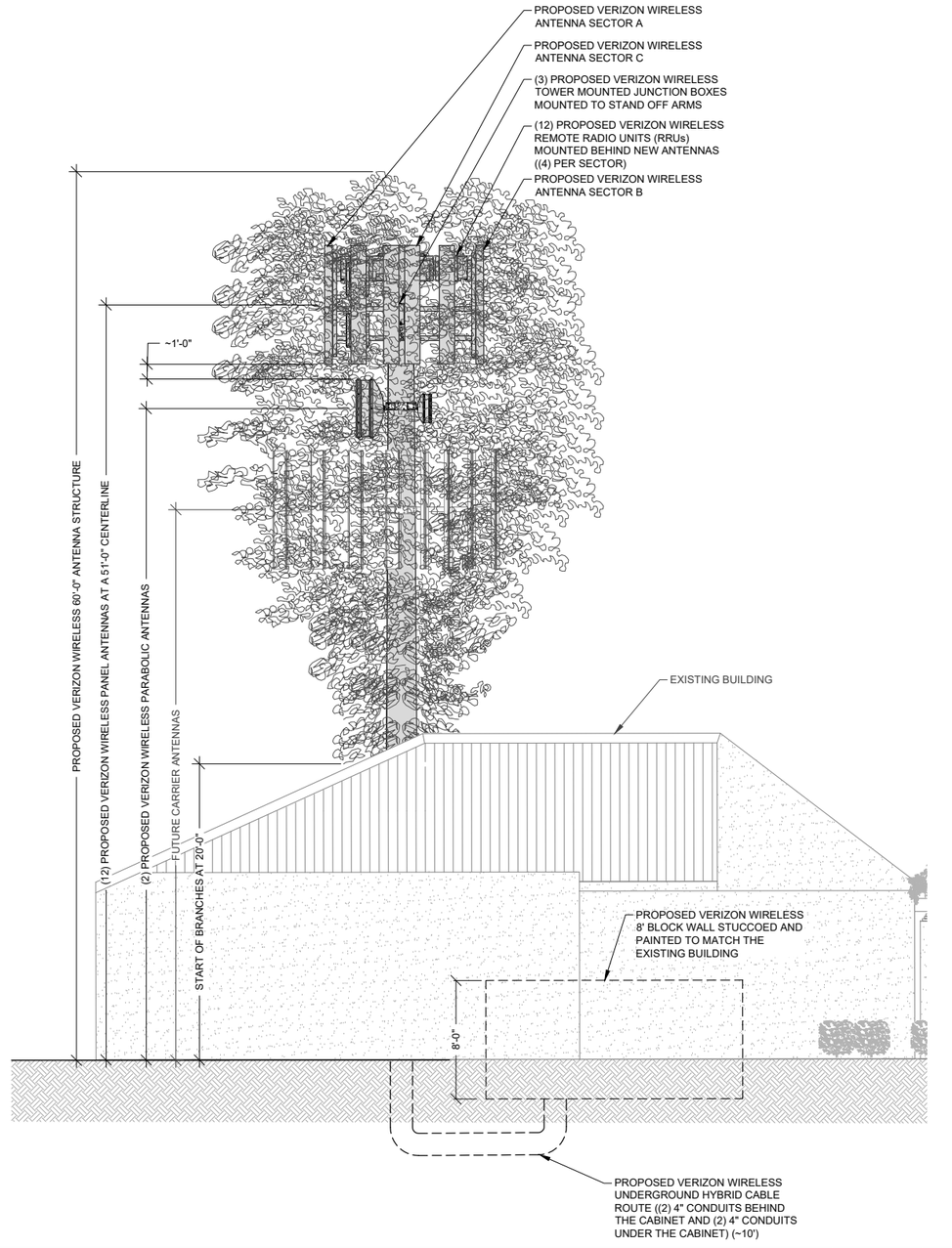


WEST ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	2

NOTE:

1. POLE TO BE PAINTED TO MATCH EUCALYPTUS TRUNK COLOR.
2. ALL PROPOSED ANTENNAS AND APPURTENANCES TO BE APPLIED WITH 3M FILM WITH EUCALYPTUS LEAF COLOR DUE TO NEWER ANTENNAS THAT MAY NOT ACCEPT PAINT/SOCKS MATERIAL)



NORTH ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

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verizon

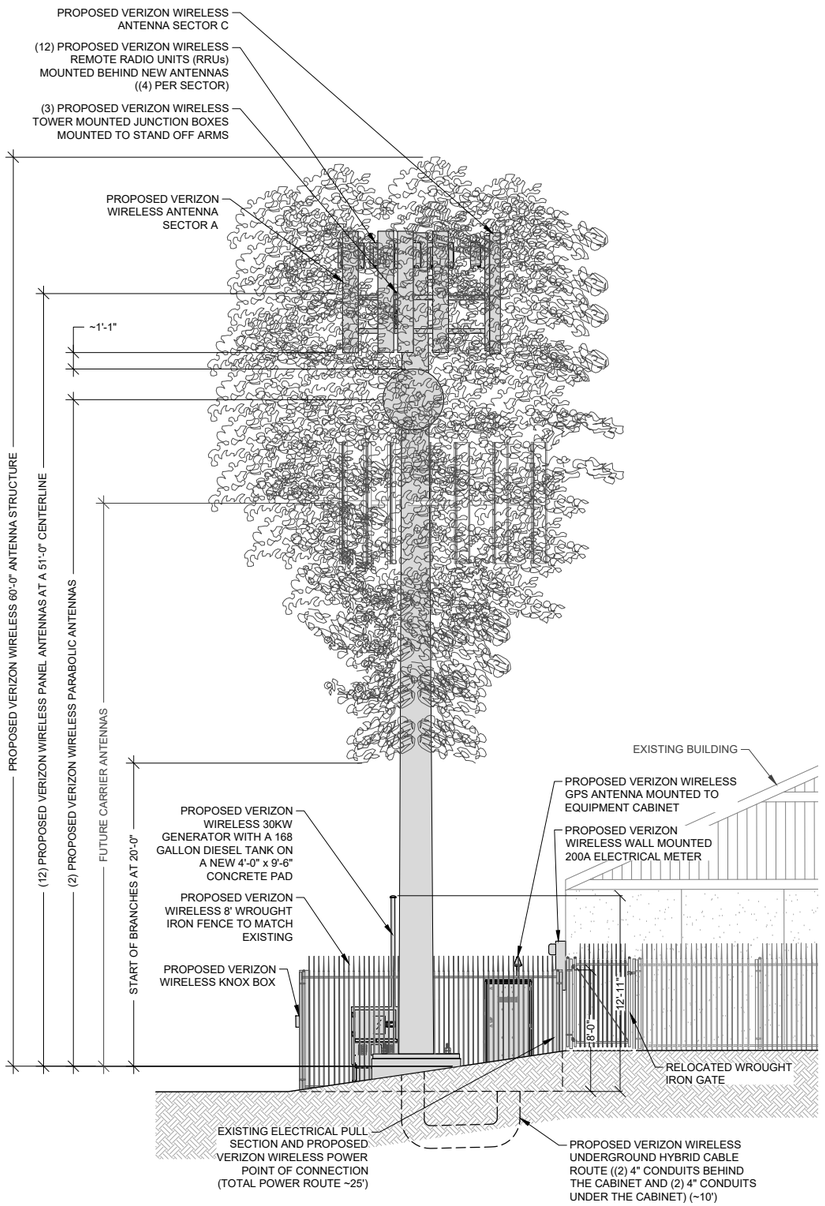
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
NORTH AND WEST ELEVATIONS

A5

REVISION: 2

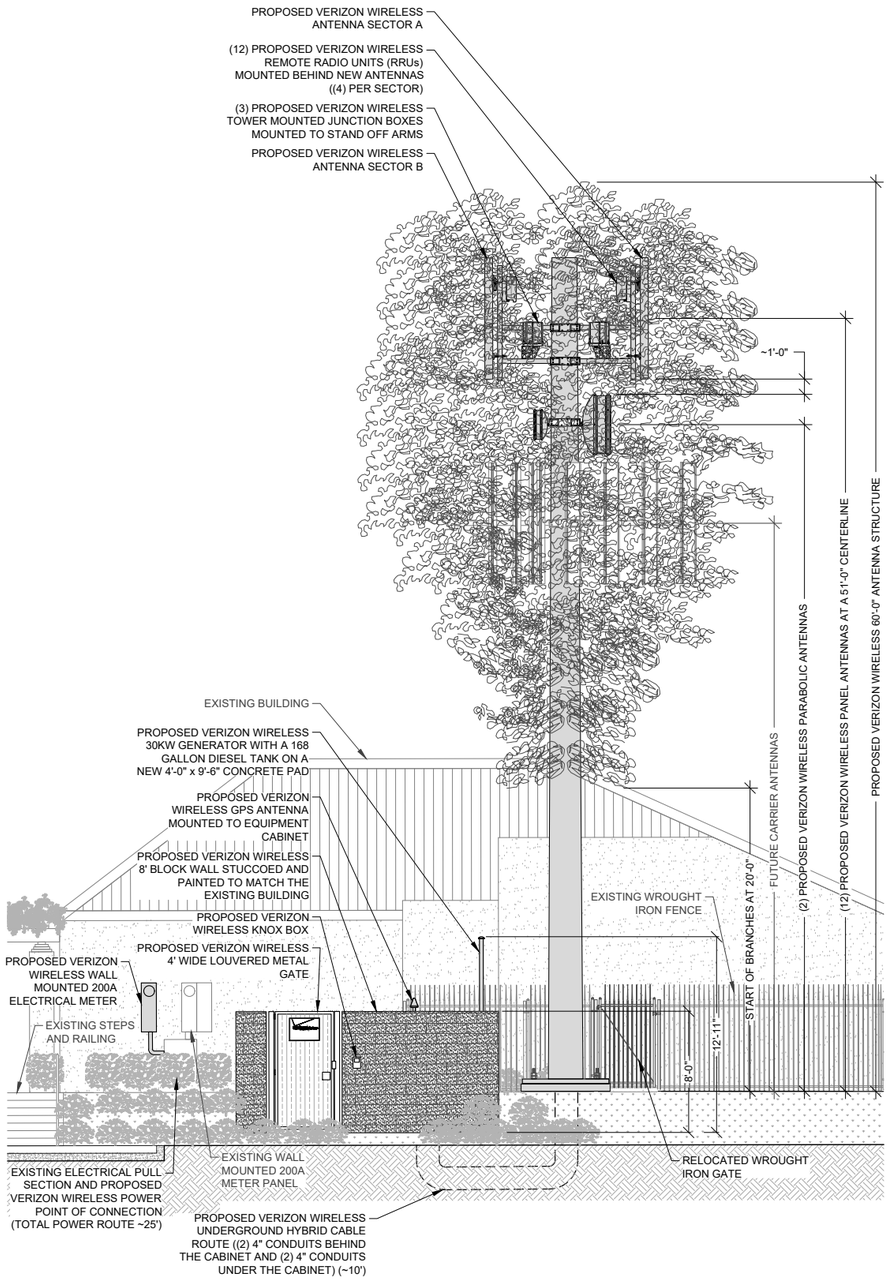


EAST ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	2

NOTE:

1. POLE TO BE PAINTED TO MATCH EUCALYPTUS TRUNK COLOR.
2. ALL PROPOSED ANTENNAS AND APPURTENANCES TO BE APPLIED WITH 3M FILM WITH EUCALYPTUS LEAF COLOR DUE TO NEWER ANTENNAS THAT MAY NOT ACCEPT PAINT/SOCKS MATERIAL)



SOUTH ELEVATION

11" X 17" SCALE	24" X 36" SCALE	
1" = 10'	1" = 5'	1

ISSUE STATUS

REV.	DATE	DESCRIPTION	BY
0	10/29/24	90% ZONING	R.S.
A	12/03/24	90% ZONING - DRM COMMENTS	R.S.
B	12/20/24	90% ZONING - DRM COMMENTS	R.C.
1	01/20/25	100% ZONING	D.C.
2	03/27/25	PLANNING REVISIONS	R.C.

NextEdge
NEXTEDGE NETWORKS
4850 WEST OQUENDO ROAD
LAS VEGAS, NEVADA 89118
PHONE: (702) 367-7705
FAX: (702) 367-8733

PROPRIETARY INFORMATION
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verizon
15505 SAND CANYON AVENUE
IRVINE, CALIFORNIA 92618

CHURCH
PROJECT ID: 2085218
28909 BASE LINE STREET
HIGHLAND, CALIFORNIA 92346

SHEET TITLE:
SOUTH AND EAST ELEVATIONS

A6

REVISION: 2

Exhibit 2:

Photo Simulations

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 1



Existing



Proposed — Looking southwest from Base Line Street

Accuracy of photo simulation based upon information provided by project applicant.

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 2



Existing



Proposed Looking southeast from Church Street

Accuracy of photo simulation based upon information provided by project applicant.

verizon

Church

28909 Base Line Street Highland CA 92346

ARTISTIC engineering
AEsims.com
877.9AE.sims

View 3



Existing



Proposed — Looking northeast from Church Street

Accuracy of photo simulation based upon information provided by project applicant.

Exhibit 3:

Conditions of Approval for Conditional Use Permit 25-008

PLANNING CONDITIONS OF APPROVAL

Date: March 3, 2026
File: Conditional Use Permit CUP-25-008
Applicant: Verizon Wireless
Proposal: A request to install a sixty (60') foot tall monoeucalyptus wireless telecommunication tower This facility comprises the new mono-pole and associated ground mounted equipment place on a 400 sf paved area
Location: 28909 Base Line, Highland CA (APN No.: 1210-011-38)

Planning Division

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 Conditional Use Permit 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 operator to comply with any or all of said conditions at any time shall result in the revocation of the permit granted to use the property.

General

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

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

    b. Where circumstances beyond the control of the Applicant cause delays which do not permit compliance within the time limitation established in this Section, the Planning Commission may grant an extension of time for a period of time not to exceed an additional thirty-six (36) months. An application for an extension of time must be set forth in writing, stating the reasons for the extension, and must be filed with the Planning Division a minimum of thirty (30) calendar days prior to the expiration of the conditional use permit. Such application shall be filed together with the City's processing fee, as established by the City Council.

2. 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.

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, as provided by the City, before the approval becomes effective. Plan check cannot begin prior to receipt of this signed documentation.

4. 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.

5. The subject property shall be developed in accordance with plans and materials approved by the Planning Commission on March 3, 2026 on file with the City of Highland Planning Division, and shall comply with all conditions of approval contained herein.

6. Conditional Use Permit No. 25-008 is for the install a sixty (60') foot tall monoeucalyptus wireless telecommunication tower This facility comprises the new mono-pole and associated ground mounted equipment place on an approximately 400 sf paved area. All antennas shall be painted, camouflaged and screened by the branches of the eucalyptus tree. The wireless facility shall be treated as an artificial tree and upon field check of the installation by the Planning Division, the applicant shall provide additional branches and/or camouflage if necessary to adequately screen the antennas and achieve a natural tree appearance.

    a. The Stealth Faux-Eucalyptus shall be representative of, and have the appearance of a "Eucalyptus Tree," and shall be maintained in a good condition to mitigate any visual impacts to the surrounding area.

    b. The Stealth Faux leaves shall have begin at minimum fifteen (15') feet above grade to mitigate visual impact.

    c. Faux bark shall be installed on the tower to a point no less than fifteen feet (15') from grade. The use of appropriate paint color to camouflage the towers framework will be required.

d. The equipment shelter walls shall be entirely CMU construction. Wall and door shall be finished and painted match the surroundings building.

7. No expansion of use beyond the scope and nature described in the application (i.e., CUP-025-008), which would tend to increase the projected scale of the project, shall be permitted except upon application for, and approval of, modification of this application in compliance with all procedures and requirements therefore.

8. The tower and associated facilities shall not bear any signs or advertising devices other than certification, warnings or other required seals, and legally required signage.

9. Revisions, modifications, and/or deletions to the approved plans shall be submitted to the Planning Division for review and approval. Revisions, modifications and/or deletions may require additional review by the Planning Commission.

10. The operator shall also ensure the facility maintains its appearance and shall repair the facility as necessary to remove any damage, weathering and/or oxidation which would detract from the appearance." Should the city request aesthetic repairs the operator must make amends within 60 days.

11. The wireless telecommunication facility is proposed to be operated twenty-four (24) hours a day, seven (7) days a week.

12. Any co-location proposed on the subject wireless telecommunication facility (faux Eucalyptus) shall be reviewed and approved by the Community Development Director with a minor Design Review Application Process. Co-location opportunity is shown on the project elevations.

13. Provide construction plans and details for review approval and permits to the City's Building and Safety Department. Prior to issuance of permits, all proposed construction work shall be subject to plan check and approval with the Planning Division, Engineering Division, Building Division and Fire Department. The plans shall demonstrate compliance with the 2026 California Building, Plumbing, Mechanical, Electrical, Fire, Energy, and Green Codes, Highland Municipal Code, Engineering Directives and Standards, and all conditions contained herein.

14. Prior to the start of operations (i.e. activation of the wireless facility), the operator shall obtain any necessary permits. The operator shall arrange for a final inspection by representatives of the Planning Division, Building Division, Engineering Division, and Fire Department prior to the start of operations (i.e., activation of the wireless facility). Any discrepancy between the approved plans and the field conditions shall be remedied prior to the start of operations (i.e., activation of the wireless facility) such that the field condition is consistent with the approved plans. If the field condition cannot be reconfigured to match the

approved plans, the Community Development Director shall consider any requested deviation and may refer the matter to the Planning Commission for review and consideration.

15. The tower design shall be representative of the plans approved by the Planning Commission, and shall be maintained in a good condition to mitigate any visual impacts to the surrounding area.

16. All ground mounted-mechanical or electrical equipment associated with this Application shall be confined within the lease areas.

17. Potential Tower Abandonment:

    a. Any tower that is not operated for a period of one-hundred and eighty (180) days shall be considered abandoned, and the Owner of the tower shall remove the same within thirty (30) days of written notice from the Community Development Director notifying the Owner of such abandonment. The Community Development Director may extend the thirty (30) day removal period upon the submittal of an extension of time request. If the Owner does not remove the equipment, or does not request a Hearing before the Planning Commission on the issue of whether the equipment is abandoned and the subject of removal, the City may remove the equipment and store it in a secure location. The Owner shall have thirty (30) days from the date the City provides the Owner with written notice of removal of the equipment and notification of the current location of equipment, to reclaim the equipment. If the equipment is not reclaimed in accordance with this Section, the City may dispose of the equipment in accordance with the City's existing policy for disposal of abandoned or lost property.

    b. Upon written request for a Hearing made pursuant to Subsection a. above, the Community Development Director shall schedule a hearing on the matter to be conducted before the Planning Commission, at which time the Owner may present any relevant evidence on the issue of abandonment. The Planning Commission may affirm, reverse, or modify with or without Conditions, the original determination of abandonment and shall make written findings in support of its decision. The decision of the Planning Commission shall be final.

    c. Failure to remove an abandoned tower within thirty (30) days of the final determination of abandonment shall be grounds to remove the tower at the Owner's expense. It there are two or more users of the single tower, then this provision shall not become effective until all users cease using the tower.

18. This approval may be terminated for violation of any provisions of Chapter 16.45 of the Highland Municipal Code or any other applicable laws, or for fraud or misrepresentation in the application process.

19. All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.

20. The Applicant shall install permanent emergency contact information on the exterior of the equipment identifying the name of the wireless carrier and contact phone number. A note shall be added to the plans describing the details of this permanent identification.

Building and Safety Division Conditions of Approval

Date: 1-28-2026

Applicant: UNK

Site Location: 28909 Base Line

CUP: CUP 25-008

APN 1210-011-38

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1. Please provide three (3) sets of the following construction plans and documents listed below for review of the proposed project. The initial plan review time will take two weeks on most projects. The applicant will receive a plan review number at the time plans are submitted for Building & Safety's plan review. This plan review number is needed to obtain information regarding your project.

    (3) Architectural Plans
    (3) Structural Plans
    (3) Structural Calculations
    (3) Plot/Site Plans
    (3) Electrical Plans
    (3) Electrical Load Calculations
    (3) Geology Report
    (3) Soils Report

2. All structures shall be designed in accordance with the current version of the California Building Codes.

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

4. Building and Safety inspection requests can be made 24 hours in advance for the next day inspection. inspection request instructions can be found on the City's website. You may also fill out an inspection request at the Building and Safety counter and submit it to the permit technician during business hours.

5. A security fence with screening shall protect all construction sites. The fencing and screening shall be maintained at all times to protect pedestrians.

6. Portable 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.

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

8. 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.

9. Prior to issuance of permits, site-grading certifications and compaction reports shall be submitted to Building and Safety.

10. 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)

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

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

DATE : January 29, 2026

APPLICANT : Verizon

ADDRESS : 28909 Baseline

SITE LOCATION: SE Cor of Baseline and Church

FILE / INDEX No.: CUP 25-008 Verizon Tower

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.

GENERAL.

1. **HF51:** The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits. **CEC**

ACCESS:

2. **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**

3. **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**

4. **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**

ADDRESSING – IDENTIFICATION:

5. **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

6. **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.

7. **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.

City of Highland Fire Prevention
(909) 864-8732 x 248

Staff Report
to the Planning Commission

Agenda Item No. 4.

Date:	March 3, 2026
From:	Lawrence Mainez, Community Development Director
Reviewed By:	Lawrence Mainez, Community Development Director
Prepared By:	Kim Stater, Assistant Community Development Director
Subject:	Review of the City's 2025 General Plan Implementation and Housing Element Annual Reports in accordance with Government Code Sections 65400 and 65588.

Recommendation:
Receive and file the 2025 General Plan and Housing Elment Annual Reports.

Fiscal Impact:
The fiscal impact includes staff time to prepare the report.

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

Project Detail:
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 of its implementation, progress in meeting its share of regional housing needs, and local efforts to remove governmental constraints.

Summary:
The City of Highland is satisfactorily implementing its General Plan, as illustrated in the attached "General Plan Implementation - Annual Review Tables for 2025." The Implementation Table is a work in progress and is updated throughout the year. A separate table is provided solely for the Housing Element as required by the Department of Housing & Community

Development (HCD).

Attachments:

1. Attachment 1 - General Plan Implementation Table 2025
2. Attachment 2 - Housing Element Table 2025

ATTACHMENT 1

General Plan Implementation

2025 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.		2008 - 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. 2023 – Approval of REXCO's San Carlo II project to construct an additional 272 medium-density units in the Greenspot Village & Marketplace as well as a new Costco Warehouse retail store. Design Review was conducted for a number of TREH's Greenspot Crossing's development. 2024 – In the Town Center, Tractor Supply Co. substantially completed the construction of their store at the NWC of Base Line and Church Ave. Staff continued to facilitate rapid plan check and on-site inspections. To the east, staff worked with Marinita Development to redesign and fund a traffic signal to promote retail development at the NEC of Base Line and Buckeye St. At the north end of the corridor, staff continued to work with Crestwood Communities to complete the processing of a 34-unit housing tract complimenting the mixed-use nature of the Town Center. 2024 - In the Golden Triangle, there was tremendous residential and commercial growth including the occupancy of the 200-unit San Carlo 1 Apartment Townhomes community, substantial completion of the TREH Development multi-tenant shopping center (85K sf). 2025 – Within the Golden Triangle, completion of a two grocery stores, several service and retail shops, restaurant, self-storage, car wash and Costco warehouse. Staff continue to work with all property owners in the Golden Triangle corridor to develop the remaining parcels. Within the Town Center, a 34-unit mixed use residential project began construction (TR 20387 Crestwood Communities). Staff continues to work the development team market the area including several Pre-Application meetings for a proposed hotel, and several retail/restaurant pads. 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		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

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:	
		Development Code standards.		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. An updated plan was approved concurrent with the Costco Development in 2023 and constructed in 2024 to interconnect all adjacent parcels. This plan will provide pedestrian and vehicular circulation from State Route 210 to Boulder Avenue. 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 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 was completed, less some final artwork, in 2023. 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. Construction commenced in early 2024. 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. An Agreement between all interested parties was executed in 2023. Construction anticipated in 2024. 2024 – The City completed additional analysis of the midblock intersection that determined the necessity of a signal at this location. The funding mechanism and construction schedule are under consideration at this time. The project was added to the City's 5-year CIP list and a funding agreement has been negotiated with all retail partners. Completion of large commercial and residential developments in the Town Center and Golden Triangle

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				in 2025 have led to the completion of pedestrian connectivity along Base Line and Greenspot Road, as has been planned for.
		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. 2023 – REXCO's San Carlo I completed a pedestrian plaza at the intersection of Greenspot Road and Webster Street and Calhoun Road. This feature will be carried through for the Costco project to the west. 2024 – Development within the Golden Triangle has added numerous gathering spaces within the retail center at the Greenspot Crossings (TREH) development including a gathering place/plaza with outdoor dining, seating, mature shaded landscaping and fountain at its westerly boundary between Pads 4 and 5. Additional outdoor dining/gathering spaces will be added the north as the project is built-out. A paseo along the northerly boundary to connect the various residential features of the Golden Triangle is planned to the north and is likely to be constructed in 2025/2026. This project is now under construction by Alliance Residential (2025). The Town Center gathering spaces will continue to develop with future commercial pads and residential development including the 20-unit residential development at the northwest and the 34-unit development to the northeast now under construction (2025). The Crestwood 34-unit project has direct pedestrian connectivity to the commercial project to the south. Both projects are "mixed-use" with consideration given to this connectivity and gathering opportunities with trails and small park spaces.
		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.

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				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 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. 2023 – TREH prepares for the construction of the commercial aspect of Greenspot Crossings including a plaza designed for community gathering. 2024 – This plaza was constructed in 2024 and opened in January 2025. 2025 – The TREH Greenspot Crossings project constructed additional public spaces and connections throughout the Greenspot Crossings projects with the opening of Pads 5 (Corky's Country Kitchen), Pad 6/7 (dental office and retail shop), and Stater Bros grocery store (Major 1). 2025 - Mediterra Planned Residential Development (TR 18893) opened its Community Park for use by its residents and the community at large. This park links passive and active facilities with USFS road 1N16 Alder Creek Road to the San Bernardino National Forest.
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. This project was constructed and leased up in 2023 and 2024. 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. The commercial portion was substantially completed in 2024 and early 2025. The residential development is anticipated to begin in 2026, making the final circulation improvements as described. 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.

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				The commercial anchor tenant was substantially completed in 2024. The additional tenants and residential development is anticipated to begin in 2026. 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. In 2024, this project was sold by the developer to Crestwood Communities to complete the permitting and begin construction. Grading ~~is anticipated to begin no later than mid 2025.~~ Commenced in the fourth quarter of 2025. 2025 – A 113-unit residential project was entitled (TR 20721 by Diversified Pacific) that will improve the street scene and pedestrian connection of the existing local collector road (Alta Vista). There were several comments during public hearing by surrounding residents concerned about the project's design and impacts. The residents, City and developer made several modifications and all parties were pleased with the outcome including design of a new neighborhood park, pedestrian walkways and vehicular traffic. The integrity of the existing neighborhood was preserved to ensure there were no negative impacts related to new traffic volumes and patterns.
		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. 2023 – conversion of non-conforming residential neighborhoods took place with the construction of a new 306,000 sf distribution center at the northwest corner of Victoria Avenue and 6th Street. The project had environmental mitigation measures and conditions of approval to protect the remaining and nearby residential uses including issues related to traffic, noise, aesthetics, etc. Similar projects were approved at the southwest corner of 5th Street and Central Avenue, the southeast corner of Victoria and Cypress Street, Del Rosa and 6th Street and 3rd Street and Central Avenue. Gull consideration was given to the nearby residential uses (conforming and nonconforming). The CEQA process was initiated for all projects with noticing to the public and through the State Clearinghouse.
		3) Ensure that all new development is designed in a manner that preserves the quality of life in existing neighborhoods.		On-going. Approximately 35 of the approved 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

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				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. This development continued construction throughout 2024 and is anticipated to be completed in early 2025. A similar project on the north side of Base Line, west of Weaver Street, was approved and began construction in 2024 and continued throughout 2025 (Century TR 19915). This is a small infill project in which there was much community input regarding its grades and architectural design. All comments were addressed and satisfied prior to the start of construction. 2025 – construction of the mixed use residential TR 20387 Crestwood Communities began construction. It was designed to carefully integrate into the existing neighborhood to the north with appropriate setbacks, driveway locations, fencing placement and forward-facing architecture.
		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. CDBG Code Enforcement Enhancement Program. City's Quality of Life Team including Code Enforcement and the Sheriff's Office
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. 2023 – Approval of San Carlo II, 272 medium density townhome style apartments at Greenspot Road and Wesbster Street and the Halcyon Apartments at Sterling and 9th Street for 220 apartments with income-restricted density bonus units. 2024 – The City received and approved 55 ADU applications with many now under construction. Additionally, the City received and approved an application for 79 small-lot single family homes with shared open space and non-standard development standards (Anacapa). Similarly, the City approved a 99-lot zero-lot line development with shared open space, private roads and modified circulation and development standards (Mediterra PA 4). An application was received for a 508-unit residential development on the north side of the Golden Triangle that included multiple housing types, varied standards, attached ADUs and shared open space (Mission Development). A project for 113 small lot single family homes with Planned Development standards was applied for by Diversified Pacific at the intersection of Greenspot Road and Alta Vista. These last two projects are continuing through the entitlement process with the City. Each of these projects are meant to encourage innovative design that in turn allows for quality construction and community benefits. 2025 – The 113-unit Diversified Pacific project was entitled (TR 20387) and is continuing through the permitting process. Mission Development/STG Partners project submitted modified plans and is scheduled for review by the Planning Commission in early 2026.
		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/~~2024~~ 2025 – The Medieterra Specific Plan/DR Horton commenced construction of 316 homes. Early phases 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 compliant with this goal (completed in February 2025).
		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 and Crestwood Communities at Base Line and Church Avenue, Beazer Homes at Santa Ana

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				Canyon Road, Greenspot Village and Marketplace Rexco, Alliance and TREH, Century Homes at Base Line and Greenbrier, and Blossom Trails which all incorporated open space and shared community amenities at the cost of the developer that in most cases will be available to the entire community. Some of these will provide continuing maintenance by the development.
		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. Crestwood Community's 34-unit single family homes has an innovative small light design and is considering utilizing the units a for-rent product. Mastercraft Century Homes 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. 2024 – Anacapa's small lot subdivision at Central Avenue, south of Base Line and Mediterra's PA 4 were approved this year (178 units total). Similar PDs were applied for by Diversified Pacific (113 units) at Greenspot Road and Alta Vista and Mission Development within the Golden Triangle / GVMP (508 units). The City's Planning Commission and City Council have strongly encouraged this type of development. 2025 – Approval of the Diversified Pacific 113-unit Planned Development document via the Conditional Use Permit and Design Review process. The PD process allowed for a creative community design, roadway sections, inclusion of a neighborhood park and connection to the City's Trail system via Plunge Creek Flood Control Channel.
		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. 2021 – Woodcrest / Tractor Supply Company CUP approved for a mixed use Commercial/Residential Project. 2022 – Alliance Apartments, Mastercraft 42 2023 – Rexco San Carlo II Townhome Apartments 2024 – Anacapa, Mediterra PA 4, Diversified Pacific, Mission Development 2025 – Diversified Pacific TR 20721, 113 SF homes
		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 2023 – Rexco San Carlo II – 272 medium density units 2024 – Anacapa, Mediterra PA 4, Diversified Pacific, Mission Development 2025 – Diversified Pacific TR 20721, 113 SF homes
		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. 2025 – The project was awarded several grants and

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				continues to seek the remaining financial gap. Staff and the development team continues to seek creative alternatives to the project design and funding that will allow the project to move forward and commence construction. 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. 2023 – Halcyon's 220 units with affordable, density bonus units with long-term covenants. 2024 – 55 ADU applications received and approved. 2025 – 35 ADU applications received and 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. 2025 – Adoption of Ordinances 470 and 470 to update the City policies regarding housing incentives and ADUs.
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. 2023 – Costco Warehouse retail store, Ono Hawaiian Barbecue, Starbucks and Chipotle within the GVMP. 2024 – Construction commenced for the Costco, TREH multi-tenant commercial development (85K sf), Extra Space Storage, Tractor Supply Co., and Mobile gas station. 2025 – Completion of the Costco, TREH commercial Pads 5, 6, 7 and Major 1, Extra Space Storage, and Tractor Supply Co. mentioned above.
		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 and discussion with City staff during zoning inquiries and weekly "Pre-Application Meetings".
		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. 2022 - 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. 2024 – Lot consolidations were completed by TREH Partners and Costco for large scale commercial projects along Greensot Road. 2025 – Lot consolidation and approval of two commercial two yards on the south side of 5th Street. Costco and Tractor Supply are also good examples of lot consolidation within commercial designations.
		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). 2023/~~2024~~ 2025 – Approval and construction of the Costco Warehouse project within GVMP, with the appropriate transitions to commercial and residential developments on each side and generating interest in available commercial sites.
		5) Specifically encourage the consolidation of individual parcels along Base Line to provide a sufficient land area for vibrant commercial		Standard condition of approval and applied to CVS/Bakers and project north of City Hall (Highland Plaza) and the mixed use project currently .

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		uses.		2021 – Approval of the Woodcrest / Tractor Supply project that involved all 9+ acres at the corner of Base Line and Church Ave. instead of piecemealing the commercial and residential portions. Construction of this project is active and continuing. 2025 – commencement of construction of TR 20387 Crestwood Communities as part of a two-phase mixed use project with a grocery store along the Base Line frontage.
		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. Construction of this project is active and continuing.
		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 car 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. 2023 – beginning restoration of the Highland "Bank Building", a contributing structure that will transform a prior institutional commercial use to an office use compatible with its historic character and surrounding commercial and institutional uses. 2024/2025 – Continued renovation of the Bank Building. Also, an application for seismic retrofitting of the historic fire station at Main Street and Palm Avenue was made to the Historic Board , approved in 2025. This will allow the occupancy and commercial use of the building compatible with the District standards.
		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. 2024 – Staff assisted with the reuse, rehabilitation and occupancy of 7231 Palm Avenue as a florist and 7241

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				Palm as a dental office.
		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 designs, treatments and gateway enhancements. 2023 – Additional Patriot Partner projects approved along 6th Street, 5th and 3rd Streets, and ongoing review of the Crow Holdings site at Central and 5th Street. All were held to stringent architectural and engineering standards. 2024 – Approval of a distribution facility at the SWC of 5th Street and Central Avenue (Crow East) and Design Review of American Rentals on 5th Street. 2025 – One vehicle fueling station completed construction and opened to the public at the southwest corner of Palm Avenue and 5th Street. Various extensions of time approved for the above-listed projects expiring following their approvals in 2022.
		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. Constructed and occupied in 2023. 2022 – Approval of permits for Mike & Gina Roquet's Contractor's Storage Yard to support their asphalt paving business. Completed in 2024. 2023 – Approval of the Lovett 300,000+ square foot distribution facility at Palm/Meines Street in the Industrial zone.
		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. 2023/2024 – Continued collaboration on the Inland Valley Infrastructure Corridor plan adjacent to the San Bernardino International Airport. 2025 – IVIC plan rescinded by the SBIAA following threat of litigation, challenging the project's CEQA findings.
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

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				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. 2023 – An amendment to the GVMP Specific Plan for additional units to accommodate the Rexco San Carlo II Townhome Apartments. The process ensured that the new development was in keeping with residential developments being constructed to the south (San Carlo I) and to the north (Alliance 546 unti medium density project). The approval of the Halcyon medium density apartment development of 220 units was approved in compliance with the City's R-4 standards as well as State Density Bonus law that permits the proposed intensity. 2024 – Approved projects include American Rentals equipment rental yard within the BP zone, and Dutch Bros. coffee, O'Reilly Auto Parts and JC Auto within commercial zones. Each were approved with full consideration given to development standards and CEQA analysis. They had appropriate setbacks, noise mitigation and landscape buffers to ensure compatibility with surrounding and planned uses. O'Reilly was the one project adjacent to existing residential uses. The approved project included upgraded building elevations at the rear, a private alley separation, fencing, limited hours of operation, and conditional use of the space between the uses. 2025 – O'Reilly under construction and JC Auto working through the building permit process.
		2) Where a question of compatibility exists, require the new use to conform to the lower intensity use.		On-going. Mediterra and Beazer projects currently under construction are good examples. Beazer 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. Century Homes 'Highland Hills' began construction in 2024 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. 2023 – Rexco San Carlo I Townhomes. Occupied in 2024 2025 – Construction underway for San Carlo II and Crestwood TR 20387. Approval of Diversified Pacific's 113-unit infill project at Greenspot Rd/Alta Vista with compatible character to the surrounding neighborhoods.
		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 address project impacts upon surrounding neighborhoods during the design and development process.		On-going 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		On-going Implemented in the Rexco project provided in the

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		landscaping, between dissimilar uses or existing uses where potential adverse impacts could occur.		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. 2025 – Alliance project on the north side of GVMP under construction and will build the landscaped paseo to reduce impacts with the southerly commercial uses (Costco & Greenspot Crossings).
		8) Prohibit future multiple-family development in existing single family designated neighborhoods.		On-going as needed. 2023 – Halcyon Apartments, a MF development with adjacent SF homes, was required to provide physical distancing and landscape buffers to address the conflicts with adjacent single family neighbors. All approved multi-family projects are within Planned Development or multi-family zones, not single family.
		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 East Highlands Ranch, 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. The City of Highland, Redlands, San Bernardino and County of San Bernardino provide project notices to each other for comments and conditions.
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. 2023/2024 – Appx 1700 acres of "Surplus Property" on the City's eastern end was sold by Orange County Flood Control to the San Bernardino Valley Municipal Water District. The land will no longer be developed as originally planned for 500 +/- homes, but will be utilized for water retention purposes by the District. This will eliminate prior plans that may have negatively affected scenic resources and topographic features.
		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		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).

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		reclamation and conservation, mineral extraction) and protection of public safety.		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. Purchase of a 1,700+ acres of developable land by San Bernardino Valley Municipal Water District to instead be used in perpetuity for water retention and percolation into the Bunker Hill Basin. 2025 – DR Horton TR 18893 improved the connection for the public and tract residents to Alder Creek Trail 1N16.
		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. The Highland portion of the project is currently being considered for construction. 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. Coordinated with San Bernardino Valley Municipal Water District at Tres Lagos and Weaver Basins. 2023/2024 – Coordinated cooperation with the IVDA, SBIA, San Bernardino, San Manuel Band of Mission Indians and East Valley Water District on the Inland Valley Corridor Improvement program to establish infrastructure design near the San Bernardino International Airport. 2025 – IVIC plan rescinded by the SBIAA following threat of litigation, challenging the project's CEQA findings.
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. 2023 – New efforts to develop the Inland Valley Corridor Infrastructure Program. 2024/2025 – Worked cooperatively on an annexation/detachment between the City of San Bernardino and Highland that would allow an industrial development and improve services within each

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General Plan Element:	Goals:	Policies:	Actions:	
				jurisdiction. Expected to be approved in early 2026.
		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 as discussed above. 2025 – Continued efforts with the County of San Bernardino, State and US Department of Fish and Wildlife to effectuate a 20-acre land sale and mixed use development within the GVMP.
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. In 2023, the Annexation reports were completed and CEQA review initiated. In 2025, the coordination continues, and environmental review continued. The IS/MND was drafted and made available for review.
		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 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. Under construction in 2024. Should be complete by March 2025. 2022 – Marinitia development of two restaurants at the NWC Base Line & 210 which included recommendations from the Community Design Element. Coordination on right-of-way improvements continues between the City and development team including themed street lights and plaza design as described in the Element. 2025 – Crestwood Communities TR 20387 34-unit development designed in compliance with the Community Design Element including forward-facing architecture, upgraded perimeter fencing, pedestrian connection from Church Ave and Buckeye St to the retail, commercial and community uses to the south.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		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. Under construction in 2024 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- 2025 – 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 with anticipated completion of artwork in 2026.
		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. 2024 – Tractor Supply store under construction. 2025 - Crestwood Communities TR 20387 under construction.
		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.
		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		Barnes and Seeley Court Residential Developments (Gardner Construction).

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General Plan Element:	Goals:	Policies:	Actions:	
		with residential development, consistent with the Land Use Plan.		Olive Street Residential Development (Dr. Williams) 2018 - 60-unit Assisted Living Facility 2024 – Approval of two new auto related businesses, 2025 - O'Reilly Auto Parts & JC Automotive.
		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. 2025 – Gerber Collision (reciprocal use & parking)
		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 - Marinita & Woodcrest. 2024/2025 – Tractor Supply Co & Marinita retail uses with limited access to Base Line, taking access also from side streets (Church Ave & Buckeye).
		5) Consolidate existing access to accommodate future medians.		Base Line Beautification Project in the Town Center Policy Area and Brightwater Senior Living facility. 2023/ 2025 – Continued coordination with Marinita and surrounding developments to address safe access across Base Line.
		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/ 2025 – Achieved in projects such as Marinita, Woodcrest / Tractor Supply and KZ Holdings / Crestwood Communities.
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. 2025 – Costco warehouse completed construction and opened to the public.
		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. 2025 – Alliance Residential within GVMP will be installing a landsdcaped paseo concurrent with their residential development now under construction.
		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 apartments, Alliance 546-unit apartments, Mediterra, Woodcrest, Anacapa, and Diversified Pacific (2025 approval).
		5) Require commercial development to provide functional public spaces and/or plazas for shoppers and visitors.		Ongoing. 2020-2025 – 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 development, conditional use permit or similar mechanism.		Approved projects that exemplify this policy include Greenspot Village & Marketplace Specific Plan. Mediterra Planned Development, ~~and~~ Mastercraft 42, and Diversified Pacific (20025).
		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. 2023-2025 – Rexco San Carlo I, San Carlo II, and Alliance Residential.
		9) Actively participate in future San		Participating in the development of a Specific Plan for

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		Bernardino International Airport planning activities to minimize potential negative impacts on Highland's economic development opportunities and quality of life.		area around the SBIA with surrounding cities & IVDA. ~~Highland is also active in reviewing and commenting on San Bernardino projects within the vicinity of its boundaries. The Inland Valley Corridor Improvement Plan's Program EIR was initiated.~~
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.		~~Development of the Inland Valley Corridor Improvement Program ongoing.~~
		2) Continue to plan and promote the 5th Street Corridor as the major industrial entryway into the San Bernardino International Airport.		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. ~~Development of the Inland Valley Corridor Improvement Program ongoing.~~
		3) Develop a comprehensive design and branding program for the 5th Street Corridor, promoting it as a unified, business-friendly employment center.		~~Development of the Inland Valley Corridor Improvement Program ongoing.~~ 2022-2025 – all Business Park and Industrial Developments have included an aspect of visible public art.
		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. Lovett industrial project proposed, and received approval for a high-quality 300,000+ sf distribution facility in the Industrial Zone.
		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.~~ ~~Development of the Inland Valley Corridor Improvement Program.~~ 2025 – IVIC plan rescinded by the SBIAA following threat of litigation, challenging the project's CEQA findings.
		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. 2025 – 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
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.

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				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.		This policy should be deleted because the property was purchased by San Bernardino Valley Water District for the purpose of water discharge. Residential development is not anticipated.
		2) Provide extensive open space linkages within the site to connect to adjacent open space resources.		Ongoing continued efforts are being made by City staff to work with Valley District board to secure certain trail linkages that will not interfere with water resources activities.
		3) Continue to collaborate with the City of Redlands, the County of San Bernardino and property owners.		
		4) Ensure that sufficient access, including emergency access, is provided to support future development.		N/A
		5) Ensure that adequate public services and facilities keep pace with future development.		N/A
		6) Provide appropriate habitat corridor linkages in collaboration with applicable habitat conservation planning.		N/A
		7) Implement future development guidance of the Seven Oaks area by means of a specific plan or similar mechanism.		N/A
		8) Require that hillside development minimize alteration of the natural landforms and natural vegetation, while maximizing viewshed protection.		N/A
		9) Limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities and other intended uses.		N/A
		10) Minimize import/export associated with grading.		N/A
		11) Consider clustered development, especially in connection with such recreation amenities as a golf course, in future planning activities for the site.		N/A
		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.*		N/A

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General Plan Element:	Goals:	Policies:	Actions:	
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.)		Ongoing. 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 Minor amendments were made to the Circulation Element in 2022 in coordination with the Housing Element and Public Health, Safety and Environmental Justice Element updates.
		7) Monitor the intensity of land use to keep traffic on any arterial in balance with roadway capacity.		Implemented as development occurs (ie. Halcyon Apartments)
		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 consistent and compatible with the City's Master General Plan Traffic Model.		Implemented through site plan/development plan review process as development occurs
		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.		Ongoing. Annual Pavement Rehabilitation Contract awarded.
		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.		. The City has adopted a 5-year PMP and is delivering annual rehabilitation and preventative maintenance projects though its CIP Program to ensure existing roadways are properly maintained.
		3) Continue to study the need and feasibility of providing additional all-weather crossings along critical roadways, and develop an		Boulder Ave. Bridge constructed; Greenspot Rd Bridge constructed; Base Line and Orange Street Bridge are in the environmental and R/W phase for future

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General Plan Element:	Goals:	Policies:	Actions:	
		implementation plan and schedule, if appropriate.		construction scheduled to begin in 2027.
		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)		Portions of Boulder Avenue, Base Line and Greenspot Road have been constructed with embellished medians and parkways to honor their Scenic Highway designations.
		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 completed in 2022.
		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.		On-going through development review process & HMC.
		2) Require new development to install and maintain streets within planned residential areas as private streets in accordance with development standards set forth in the Development Code and other applicable standards and guidelines.		On-going through development review process & HMC. Toll Bros Project , Richmond American, and the Rexco projects w re required to meet City a combination of City private street standards that were determined applicable and safe for their projects.
		3) Promote the principle that streets have multiple uses and users, and protect the safety of all users.		On-going 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.		On-going 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).		On-going 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

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				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. Seeking grant funding for bikeways and road diets on Palm Avenue north of Base Line and on Pacific Street from Del Rosa Drive to Boulder Avenue Mediterra employed similar traffic calming chicanes and non-standard street designs.
		6) Design access onto major arterial streets in an orderly and controlled manner.		On-going through development review process & HMC.
		7) Utilize shared driveways in common areas to minimize disruptions to traffic and pedestrian/bicycle flow.		On-going through development review process & HMC. .
		8) Implement street design features such as the use of medians, bus turnouts and consolidated driveways to minimize mid-block traffic congestion.		On-going 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 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 was completed in 2022. Ongoing. Proposed developments, including those with pre-applications, along Base Line are conditions to construct a raised median.
		9) Support freeway improvements that remove through traffic from local streets.		On-going through development review process & HMC. Construction of SR 210 / Greenspot Rd westbound on and off ramp improvements is completed. The SR 210 / Base Line bridge widening Widening of the SR210/5th Street undercrossing is currently in environmental and preliminary design phase.
		10) Provide adequate sight distances for safe vehicular movement on roadways and at intersections.		On-going through CIP, 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.		On-going 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 the construction phase. - 2025 - Highland staff began working with the City of Redlands to complete the final segment of the Highland/Redlands Regional Connector. Environmental applications were submitted and a cooperative agreement process has begun regarding cost share between the two cities.
		12) Encourage barrier-free accessibility for all handicapped residents, employees and visitors throughout the City's circulation system.		On-going through development review process & HMC. Sidewalk and curb ramp improvements via CIP projects.
		13) Support the planning of sidewalks of appropriate width to allow the provision of buffers to shield nonmotorized traffic from vehicles.		On-going through CIP, development review process & HMC. 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.		On-going through CIP, 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

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General Plan Element:	Goals:	Policies:	Actions:	
				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 completed in 2022. - 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.		- On-going 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 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 (ie. turnouts in front of Costco and TREH within the GVMP). 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			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	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. 2025 – The Victoria Avenue Street and Storm Drain Project continues to work with neighboring agencies to complete the design, right-of-way acquisition, and environmental clearance. Street improvements meet arterial requirements for Victoria Avenue, a designated truck route.
		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.		Will be partially achieved with the drafting of the Inland Valley Infrastructure Corridor program in coordination with the SBIA, IVDA and surrounding agencies along the interface with the Airport.
		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 traffic.		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.
		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

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General Plan Element:	Goals:	Policies:	Actions:	
				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. - 2025- See progress noted for the Highland/Redlands Regional Connector. Circulation Section 3.4.
		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 plans to connect residential neighborhoods in Highland and Redlands to many activity centers, schools and the Regional Santa Ana River Trail. Actively seeking grant funding to complete this project. The Highland Regional Connector project is currently under construction and connects the local neighborhood to nearby schools.
		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 will provide connections to the Regional Santa Ana River Trail. The proposed Highland/San Bernardino Bi-City Bikeway and Walkway connector project is a conceptual project which will connect the cities of San Bernardino and Highland resulting in 59 mile of continuous bikeway network between the two cities. Both cities will continue pursuing grant funding to deliver the project.
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, programs and services that affect the quality and safety of the Highland roadway system.		Public Works and Planning Divisions regularly attend SBCTA Transportation Technical Advisory Committee meetings and SR 210 widening project meetings. 2025-Highland staff is working closely with the City of San Bernardino and IVDA regarding public improvements along Victoria Avenue.
		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. 2025 – Highland Engineering staff regularly meetings with SBCTA, lead agency regarding the Highland/Redlands Regional Connector.
		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.		Ongoing by the City's Public Works/Engineering Division.
		6) Work with the Southern California Commuter Rail Council and the San		Ongoing.

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General Plan Element:	Goals:	Policies:	Actions:	
		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. 2025 – Highland staff agreed to vacate Miller Lane for the benefit of San Manuel Band of Mission Indians, regarding future development of their property and related public improvements on Victoria Avenue at SR-210.
		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.		Multiple parking studies submitted and accepted in coordination with entitlement processing to ensure that projects were neither under nor overparked.
		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. Required for each non-residential development entitled based on project size and operational characteristics.
		6) Develop strategies for shared parking opportunities in mixed-use and multiple-use development.		On-going through CIP, development review process and HMC. Achieved in various Specific Plans and mixed use projects such as TREH's Highland Crossings.
		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, 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			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	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/or pay for their services and share of facilities and environmental impacts. These responsibilities are identified during entitlement and codified in the Conditions of Approval adopted by the Planning Commission or City Council as appropriate. Development Impact Fees are required for all new development. These fees are adopted by City Council resolution and due prior to occupancy. Services and facilities are identified during the Pre-Application process in hopes of identifying significant development costs upfront
		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 and reviewed on a project-by-project basis during entitlement.
		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 in addition to any required off-site construction of infrastructure by the projects.
		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 San Bernardino County Flood Control for drainage and East Valley Water District for public water and sewer on a comprehensive City-wide and project specific basis.
		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 and required prior to the issuance of the project's certificate of occupancy.
		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 including gas, electricity, telecommunications, water, sewer, cable, etc.
		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.		The City's Public Works Division communicates with utility companies on a weekly basis with respect to services for active development projects. Additionally staff meets with the utilities and reviews long-term documents to understand long-term goals and strategies that affect Highland.
		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. 2022-2055 – Adoption of the City's Public Health, Safety and Environmental Justice Element, adding to the layered review of capital improvements, demographics and economic conditions.
		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 community facilities.		On-going. Reviewed periodically. CIP regularly monitored & status reported. Participate in SCAG, SANBAG and OmniTrans planning efforts 2025 – Annual review of the City's Public Health, Safety and Environmental Justice Element.
		11) Continue to follow the procedures established for the regular exchange of		Local public service providers invited to attend city's weekly pre-application meetings with developers of new

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		information regarding proposed development and availability and adequacy of public services and facilities.		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. Pre-Application meetings include these agencies, as needed. They are particularly useful in identifying needed water service, sewer service and electrical needs.
		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. Fees are collected in advance of occupancy.
		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. 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 2024-2025.
		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.		Ongoing.
		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 were updated in April 2024.

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		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 East Highlands Ranch, 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. 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 East Valley Water District completed its Corporate Campus on Greenspot Road and Sterling Natural Resources Center in 2024. Both projects include water efficiency demonstrations. 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 2022/2024 – Construction of the District's Sterling Natural Resources Center water treatment plant continues with its connection to the Weaver Basins. The Corporate office are open. 2025 – Cooperated in the preparation of EVWD's 10-year Urban Water Plan by providing GIS Land Use overlays, potential residential buildout, ADU approvals, etc.
		2) Work with relevant agencies to determine		Worked with East Valley Water District to stay

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		the long-term supply of reclaimed wastewater and service to potential future uses within the City.		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 Basins" along 5th Street/Greenspot Road. Completed in 2024.
		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 MS4 Permit and statewide general permits issued by the State Water Resources Board.
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, with ongoing adherence to all applicable CalRecycle regulations and compliance requirements.
		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 ordinances 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. Coordinate with the City's Inter-Governmental Affairs Staff at the Gas Company and Southern California Edison.
		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. The system is currently under review for updating with more sophisticated technology. 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. 2025 – Implementation of a new Annual Public Safety

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				Fee applied to new development.
		2) Maintain and expand crime prevention and other public education programs.		On-going 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. The Police Dept is provided an opportunity to review each entitlement with respect to this policy.
		4) Ensure law enforcement services are involved in the development review process.		On-going. The Police Dept is provided an opportunity to review each entitlement with respect to this policy.
Public Services & Facilities	Goal 4.8 Ensure the provision of adequate 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. 2025 – Public Works staff installed new lighting at Fire Station 1.
		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 completed construction and began operations in 2024.
		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

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		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 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.		On-going with each development proposal. The City reports annually to both school districts on current construction activity as well as land use entitlement applications under consideration.
		5) Continue to work with local school Plan of Schools that outlines specific sites needed to meet the future demand for school facilities.		Neither district expanding at this time.
		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. Work closely with the Highland Area Historical Society to promote historic and cultural opportunities. The annual Citrus Harvest Festival encourages preservation of these facilities and education of the public.
		2) Continue to work with surrounding jurisdictions to ensure the availability of regional cultural facilities to Highland residents.		No action Coordination with the San Bernardino County Museum when applicable. 2025 – Public Works staff provides regular maintenance to the YMCA of Highland, including a new HVAC system that and is currently operational.
		3) Work with the County of San Bernardino to secure the availability of social services to Highland residents.		On-going in coordination with the City's Quality of Life Team including Code Enforcement and the Sheriff's Office.
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 and Diversified Pacific TR 20721 (2025).
		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, and Diversified Pacific TR 20721 (2025),.
		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.

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		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 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.		On-going.
		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, Diversified Pacific TR 18935, Kiel/Beazer TR 20142 and the Greenspot Rd/Pole Line General Plan Amendment 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 with EVWD, San Bernardino County Flood Control District and San Bernardino Valley Water Conservation District.
		3) Expand outreach efforts, through the		On-going. In March 2013 East Valley Water District

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		Environmental Learning Center and City-sponsored publications, to educate the public on water supply and water quality issues.		constructed a new campus with water efficient demonstration gardens. Similar efforts were made at the Sterling Natural Resources Center water reclamation plant on 6th Street and Del Rosa which became operational in 2024. 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 Ana River.		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 protect against flooding. Also, Plunge Creek Conservation Project.
		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. Through its membership in the San Bernardino County Stormwater Program, the City actively participates in and provides funding for regional initiates aimed at enhancing watershed management practices throughout the San Bernardino County Valley/Santa Ana River Watershed.
		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 MS4 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, social media and direct contact
		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, Beazer and Mastercraft 42/Century Homes residential projects.
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). Comply with annual reporting requirements. 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

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				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 at the Environmental Learning Center and by the Public Works division during various educational outreach opportunities such as Career Day
		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. Implemented during the entitlement processing of residential and non-residential development.
		8) In general, work to reduce turf 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.		On-going. Adoption of State Water Model Ordinance (July 2010). Ongoing during project plan check with the City Landscape Architect's office.
		9) Consider underground irrigation techniques to conserve water.		On-going. Adoption of State Water Model Ordinance (July 2010). Ongoing during project plan check with the City Landscape Architect's office.
		10) To the extent possible, require the preservation of existing native trees and shrubs.		On-going. Adoption of State Water Model Ordinance (July 2010). Ongoing during project plan check with the City Landscape Architect's office.
		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). Ongoing during project plan check with the City Landscape Architect's office.
		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). Ongoing during project plan check with the City Landscape Architect's office.
		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). Staff is working closely with the San Bernardino Valley Water Conservation District on these ongoing efforts.
		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		On-going.

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		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.		Will be implemented with the various developments such as TREH Highland Crossings mixed use site and Blossom Trails residential tract. 2022/2023 – Purchase of 1,700 acres of undeveloped land by San Bernardino Valley Municipal Water District which will remain, in large part, natural and available to wildlife and habitat. Plans are currently being developed by the District to determine exact parameters. 2024 – TREH development constructed its perimeter CMU wall to minimize interaction between people and domestic animals with the sensitive habitat in City Creek Flood Control Channel (NEC Greenspot & SR 210). 2025 – Review of two residential developments south of Greenspot Road and west of Church Street that contain sensitive habitat. Both projects are working with local, State and Federal Wildlife officials to ensure that wildlife habitat and movements are retained and improved.
		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. 2024/2025 – Projects within the Greenspot Village & Marketplace including Greenspot Crossings Major 1 and PA2 Residential (Alliance) were required to prepare a photometrics plan and have it reviewed by a biologist to ensure no negative impacts to adjacent sensitive areas.
		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. 2024 – Tractor Supply Co & Greenspot Village & Marketplace Plans implemented their MMRPs including biological mitigation. 2025 – Diversified Pacific TR 20721.
		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. 2022-2024 – 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. 2022-2024 Ongoing in the Mediterra tract development.
		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	Goal 5.8 Protect,			

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:	
Open Space	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. New developments conduct archaeological identification training in advance of ground disturbance. Occasionally, a site will require a Tribal monitor to be present (Patriot Partners at 6th/Victoria Ave, Mastercraft/Century Homes TR 19915, Diversified Alta Vista TR 20721).
		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. 2025 – Diversified Pacific TR 20721. Updated language provided by local Tribal administration.
		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. 2025 – Diversified Pacific TR 20721.
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 within the City and, as feasible, protect them from encroachment by residential or other incompatible development, for future use.		Adopted the Upper Santa River Basin and Land 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		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.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		• Offsite routes of travel.		
		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. Implementation of a trail system in coordination with Plan B Wash Plan such as Pole Line trail adjacent to Tract 20090 "Blossom Trails"
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. 2022-2024 New parks constructed by private development and made available to the public at newly constructed residential tracts including Mediterra Planned Development (Greenspot/Mediterra Pkwy) and Century Homes TR 19915 (Base Line/Paul Green Dr) 2025 – Mediterra Park complete and open. Century Homes Park nearing completion.
		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. Mile Markers installed by volunteers along Shelton Trail in 2020. 2021-2025 City received a grant to improve conditions at the City's Natural Parkland Trail near the terminus of Base Line.
		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 annually.
		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). The City coordinates efforts with the YMCA and Highland Senior Center to provide multi-dimensional programs.
		9) Provide a variety of activity options, including active and passive uses, within each park.		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).
		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). 2021 Surveys conducted in conjunction with the City's Update of the Public Health, Safety and Environmental Justice Element
		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). 2021 – Updated in conjunction with Public Health, Safety and Environmental Justice Element Update.
		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). 2021 – Updated in conjunction with Public Health,

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:	
				Safety and Environmental Justice Element Update.
		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. 2025 – Diversified TR 20721, Crestwood TR 20387 and Century TR 19915 will all construct new recreation facilities.
		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. 2024 Important trail and park connections made with the development of the Mediterra Planned Development and Beazer residential tracts. (Completed 2025)
		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 was constructed at Highland Community Park in 2024.
		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.
		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 developments within the City dedicate and construct trail links within their boundaries as part of the Multi-Use Trail Master Plan.		On-going. 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		Natural Parkland and interpretive sign program

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		standards.		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). 2025 – Diversified Pacific TR 20721.
		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). 2025 – Diversified Pacific TR 20721.
		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. 2025 – Construction begin to rehabilitate and expand Natural Parkland Trails.
		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 Planned Development.
		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. Completed in 2024
		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). Completed in 2024
		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. 2024 Connection formalized within the Mediterra Planned Development.
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. City continues efforts to connect Highland and Redlands with safe bicycle and pedestrian trails.
		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.
Conservation Open Space	Goal 5.13 Ensure the maximum safety and			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	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 etiquette signs posted in heavily used areas (ie. Coverhill Trail). 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.		Ongoing for both (ie. Shelton Trail and Aplin Trail) 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. Mediterra's North Fork Trail is a good example as constructed in 2022/2023.
		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. Mediterra's North Fork Trail
		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. Implemented in certain sections.
		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. 1N16 / Alder Creek Road.
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 a consistent design as well.
		2) To the extent possible, develop signs that		On-going. Mile markers installed in 2018 made of

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General Plan Element:	Goals:	Policies:	Actions:	
		use easily identifiable symbols, natural materials and colors, and vandal-resistant construction.		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. 2025 – Natural Parkland Trails construction includes replacement of all 10 educational signs, plus 8 more located throughout the trail. Educational signs include historic, cultural, natural, and safety topics.
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.		Ongoing by the City's Public Works Staff and Community Trails Committee members. "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. Signs installed and gates in some critical locations.
		3) Develop a program to enlist volunteers and volunteer organizations on trail development, operations and maintenance, education, and enforcement activities.		The City's Community Trails Committee is a 5-person volunteer Committee appointed by the City Council to assist with these items. "Adopted a Trail" program information available on the City's webpage. Volunteers from various organizations such as the Boy and Girl Scouts of America assist with various improvement projects.
		4) Locate trailheads in areas of high visibility and access.		On-going. Most recently at 1N16 (Mediterra) off Greenspot Road providing access into the National Forest. Completed in 2024
		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. Updated by the City's Planning Tech in 2022.
		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 including 1N16 in 2022/2023. 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		Ongoing.

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General Plan Element:	Goals:	Policies:	Actions:	
		for the public given by public utilities.		
		4) Distribute energy-conservation information, in both English and Spanish, to residents and businesses through: • 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.		Ongoing.
		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 and during the Planning entitlement process by the City's Landscape Architect.
		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.		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, disabled residents and right of way/open space areas.
		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, City Newsletter, City website, Solid Waste specific newsletter and social media.
		4) Continue to implement the policies and programs identified in the City's SRR (Source		On-going.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		Reduction and Recycling Element) and HHW (Household Hazardous Waste Element), and develop measures to evaluate their effectiveness.		
		5) Evaluate and update hazardous waste management programs and implement improvements based on current best practices.		Implemented in coordination with Solid Waste Franchise Agreements and Household Hazardous Waste Agreements.
		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. Through the CalRecycle City/County Payment Program, the City funds educational workshops on recycling programs for elementary school students in Highland, delivered by the contractor Eco-Hero.
		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.		Ongoing. 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.		Ongoing – Examples include 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. Each of the warehouse/distribution projects approved between 2021 and 2023 had ridesharing parking spaces and preferential parking spaces provided (7 projects total).
		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. The most recent attended by City Planning staff was in December 2023.
		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 with each project implemented.
		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 with each projected implemented.
		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.		Most recent discussions were related to a large local EV charging center on Greenspot Road for passenger cars and 5th Street for heavy duty vehicles. Still determining

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:	
				feasibility.
Chapter 6 – ***Public Health Safety & Environmental Justice Element***				
Public Health, Safety & Environmental Justice (adopted 2022)				
	Goal 1: Protect the 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. Expansion of existing chargers is being considered.
			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 and one fully electric vehicle 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. Municipal Code amendment anticipated in 2026.
			Action 1.1d: Warehouse Standards. Include air quality and vegetation buffer standards for new warehouses uses and loading docks.	Complete. 2023/2024 – Ensure compliance with AB 98 which includes additional provisions for warehousing development.
		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.	Implemented. Ensure compliance with AB 98.
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.	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. 2023 Considering an application through President Biden's Inflation Reduction Act to California for the purchase of tees.
			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 on an ongoing basis. Most recent example would be the selection of diverse species along Boulder Avenue and Greenspot Road.
			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.	Partially complete. Implemented at a staff-level with coordination between the City's Landscape Architect and Public Works Division.

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General Plan Element:	Goals:	Policies:	Actions:	
			Where possible, integrate shade trees with bike and pedestrian infrastructure.	
			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.	2024 – Shade trees required for new development projects including within and adjacent to the r-o-w. Examples include distribution facilities along 3rd, 5th and 6th Streets and Victoria Avenue.
		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 at City Hall, the Highland Branch Library and Fire Station #2. This idea was discussed with the San Carlo Townhome project but found to be infeasible.
			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. 2024 – The City funded an HVAC replacement grant at the Highland Senior Center through the CDBG-CV program. Installation is anticipated in 2025 which will aid in their ability to serve as a cool zone.
			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.	Ongoing. Addressed during Pre-Application processing and in 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 especially within the East Highlands Village and along the perimeter of Flood Control Channels. Coordinating with San Bernardino County Flood Control District to ensure delivery of key projects.
			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. The City will initiate compliance with the Ocean Plan Amendment in mid-2024.
			Action 3.2c: Flood Control Funding. Continue to pursue funding opportunities for flood	Continued progress. Partially complete. The San Bernardino County Flood Control District continues

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			control projects, including collaboration with Federal, State, and local flood management agencies and other interested parties.	to make improvements City-wide. The improvement of Elder Gulch, south of Greenspot Road is anticipated to be underway in summer 2024. 2025/2026 Work completed.
			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.		
			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, the City will work with the Redlands School District and State Architect to ensure compliance.
			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	Ongoing as new projects are entitled and constructed.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			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.	
			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 redevelopment standards are as fire-safe as reasonably possible.	No activity. 2024 – Line Fire occurred along the City's perimeter and interface with the San Bernardino National Forest. Local, regional and state resources responded and no habitable structures were lost.
			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.	Ongoing coordination with East Valley Water District on a case-by-case basis during development.
		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
			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	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. Temporary securing of the roof and building face completed in 2023. Retrofitting underway. 2024 – A URM seismic retrofit project was approved by the Historic and Cultural Preservation for 27281 Main Street and is currently in Building & Safety plan check to ensure

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			through permit fee waiver or other city incentive.	compliance. 2025 – Plans submitted for the retrofit of 6944 Palm Avenue, "Old Fire Station".
			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 prepare a Hazardous Materials Business Plan for review and approval by the Lead Environmental Agency.	Ongoing. Regulated by the Fire Marshall and Building Official.
			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. Will review options to link AQMD communications to City's website.
			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 locally, but regional CERT programs are in place and could be activated.
		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 with solar and generator service in place.
			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.	Refrigerators are currently in place at the City's Community Center which serves as a cooling center and at the Sheriff's station.
			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. The City has effectively coordinated with the Red Cross during large community emergencies such as flooding or fires and smaller emergencies such as house fires.
			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. 2024 – working with iWorQ to determine the feasibility of their TextMyGov program as a way to contact the public during hazard events.
		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	Ongoing, most recently during the February 2024 rain / flooding event.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			residents in flood zones prior to heavy storms.	
			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.
		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. Completion of certain upgrades are anticipated over the coming years.
			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. Additional Municipal Code amendments anticipated in May 2025.
			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 Inland Valley Improvement Corridor 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	Ongoing.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			green streets standard and guidelines in all streetscape improvements where feasible.	
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. Initiated discussion with the two local School Districts.
			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 including the Mobile Food Pantry program administered by Community Action Partnership (CAP) at the City's Community Center. 2025 – Began communications with an organization interested in establishing a weekly Farmers Market at the City's library. A determination will be made in early 2026.
		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.
			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 (CAP).
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. Two Code Officers 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	Ongoing through Inland Fair Housing & Mediation Board.

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General Plan Element:	Goals:	Policies:	Actions:	
			units that do not meet health and safety standards. All written outreach efforts should be translated into all relevant languages.	
			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 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.	Ongoing through County Consortium.
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. Added new public parks in the Mediterra and Mastercraft/Century Homes Highland Park developments currently under construction. Worked with the developer to construct and maintain most of these facilities.
			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. 2023 - Mediterra park and paseo constructed permanent work out infrastructure for all ages.
			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.	Ongoing.
			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.	Complete and in place.
		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 Funding. Mediterra will contain linear parks and trails (Pine Park and Paseo Ramblas).
			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	Ongiong through new development entitlement process. Patriot Partners, Lovett and Crow Holdings projects will

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
			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.	contain public art.
			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 areas, parks, sports facilities, streets and sidewalks, plazas and urban pocket parks, and housing and commercial sites, among others.	No activity.
			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. Participation in National Night Out.
			Action 9.1b: Meeting Advertisements. Install signage at neighborhood markets in DACs to promote and advertise City meetings and other public announcements.	No activity. Partially complete - electronic notices online have been utilized.
			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.	National Night Out is attended by all City divisions and work in coordination with these other partners.
			Action 9.1d: Virtual Meetings. Provide virtual participation options for in-person public hearings.	Ongoing as needed.
		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. National Night Out
			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	No activity.

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:	
			City Council meetings so that residents can engage firsthand with the content of the meetings.	
		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. 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.	No activity.
			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: Monitoring. 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			

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
	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 such conditions and were mitigated.
		2) Encourage the use of site planning and architectural techniques such as alternative building orientation and walls combined with landscaping to mitigate noise to levels consistent with interior and exterior noise standards.		On-going. All multi-family residential projects approved such as TREH, Alliance 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. All new non-residential projects employed these techniques (TREH, Costco, 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. 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. 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. 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. 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 in compliance with adopted policy
			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	On-going in compliance with CEQA.

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:	
			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.	
			4) Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.	On-going. 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.		2023-2025 Achieved with Patriot Partners, Lovett and Crow Holdings projects.
		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. Will be reviewed in conjunction with development of the Inland Valley Improvement Corridor Program.
		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 through CEQA mitigation measures established on a project-by-project basis
		4) Minimize truck traffic through residential neighborhoods.		On-going through implementation of the Circulation Element street designation criteria.
		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.	2023/2024 – Completion of beautification improvements installed in coordination with the SR 210 and Base Line widening.
			6) Monitor proposals for future transit systems and require noise control to be considered in the selection of transportation	As needed – Marinita & Greenspot Village & Marketplace

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:	
			systems that may affect the City.	
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 stationary-source noise standards at the property line of proximate residential or commercial uses, as appropriate.		On-going for all projects. Acoustical studies required for noise generating activities as well as construction activities for all 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. Patriot Partners, Crow Holdings, and Lovett warehouse projects 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 addressed in an upcoming Municipal Code Amendment in 2025 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 subdivision development and individual applications to Building & Safety.
			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.	Mediterra and Mastercraft Highland Park both implemented this condition.
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 2023. Many of these projects were initiated and some completed in 2024. 2025 – Crestwood Communities TR 20387 34-unit residential project began construction as phase 2 of a mixed use project with the existing commercial

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
				component at the front of the project along Base Line (Smart & Final).
		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 Inland Valley Infrastructure Corridor Program 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 development.		On-going. 2020-20245 - Mastercraft 13, Richmond American Glenrose Ranch constructed on Greenspot Road, Kiel 54 on Santa Ana Canyon Road, Mastercraft 42 on Base Line, Hispano on Pacific Street near Victoria Ave, Alliance Apartments, ~~and~~ TREH, Diversified Pacific TR 20721 (2025).
		5) Promote a mix of housing types and range of prices necessary to provide a diverse labor force.		Greenspot Village & Marketplace; a variety of 1,218 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 Company including Tractor Supply Co., Marinita, and KZ Holdings/Crestwood Communities.
		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 within the Greenspot Village & Marketplace 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. Two flag tests flown in 2022/2023 for Marinita and TREH.
		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 – Inland Valley Infrastructure Corridor Program.
Economic Development	Goal 9.3 Continually monitor and enhance Highland's business promotion and economic development activities and programs.			

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) 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 2023~~3~~5.
		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 2023~~3~~5.
		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 2024~~3~~5.
		5) Continue and promote the City's well-publicized, user-friendly and competitive permit assistance program.		2023-2024~~3~~5 – Actively working with new software, iWorQ, to implement new City permitting. Currently active with Building & Safety, Planning, Finance and Finance. 2025 – added ProWest rest service.
		6) Establish partnerships with local real estate professionals to develop strategies for promoting and marketing opportunities within Highland.		City Staff has on on-going relationship with two local real estate companies who assist the City as needed.
		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, Victoria Avenue, 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. 2023 DIF Update effective 4/1/2024
		4) Maintain a Capital Improvement Program (CIP) that establishes required capital improvements projects, priorities and revenue sources for each capital project.		On-going. Annual CIP review conducted
		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.		Ongoing.
		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		Ongoing.
		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		Consideration of a joint IVDA, City of San Bernardino, Highland Specific Plan for areas around the SBIAA.

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:	
		the San Bernardino International Airport.		
		3) Develop and implement streetscape improvement plans for 5th Street as a major gateway corridor to the airport area.		On-going through the development of the IVIC 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 for the IVIC.
		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 shadowing, Career Speaker Programs, Career Day and other programs.		Real Journeys Academy charter middle school and high school approved and opened in 2018. Anticipated attendance of 1,200. 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.		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. Patriot Partners, Lovett and Crow Holdings projects all incorporated public art near the right-of-way.
		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. Base Line Interchange Project
		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. Base Line Interchange Project
			1) Develop plans for design	Base Line Beautification Program with intersection

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General Plan Element:	Goals:	Policies:	Actions:	
			enhancements at key intersections to include specialized paving, enlarged setbacks and accent landscaping and signage.	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 Base Line Interchange Project
			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.	2023 – work with surrounding jurisdictions to begin a draft Inland Valley Infrastructure Corridor Program document.
			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 Inland Valley Infrastructure Corridor Program for areas around the SBIAA (IVIC)
			5) Develop specialized streetscape plan for Victoria Avenue featuring formalized landscaping and signage that identifies the entrance to Highland and the San Bernardino International Airport.	2022 – street trees identified by the City's Landscape Architect for development along Victoria Avenue (IVIC).
			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.
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. 2023 – Tractor Supply & Marinita projects
		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. 2023 – Tractor Supply & Marinita projects
		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.		Examples would include 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	On-going.

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General Plan Element:	Goals:	Policies:	Actions:	
			contained within the Development Code.	
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.		Tractor Supply and Greenspot Village & Marketplace both commencing and/or continuing construction in 2024.
		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. Woodcrest, Rexco, TREH and Alliance projects.
		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.		Ongoing. 2024 Example of implementation occurred at 26462 Pacific Street mixed use residential/retail development.
		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. Standard Planning Condition of Approval to provide a 3 foot wall or landscape berm.
		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. Rexco/Costco/TREH entries achieved this policy during 2023/2024.
		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. Achieved with Panda Express, Jack in the Box, and Ono Hawaiian restaurants.
		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. TREH plaza between Pads 4 & 5.
		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. TREH plaza between Pads 4 & 5.
		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		2022 – TREH Commercial and residential projects along SR 210.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		uses. When walls are necessary, pedestrian breaks should be provided for access to commercial uses.		
		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
		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
		6) Site garages back from the street and minimize street frontage devoted to driveways and vehicular access.		KZ Holdings 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 garage dominated streetscapes.		KZ Holdings 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. 2023 Examples would include San Carlo I and Mastercraft Highland Park.
		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 project which began construction in 2023.
		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 projects .
		3) Provide highly visible and well-lit connections to adjacent residential and		TREH, San Carlo I and II, and Alliance Residential projects within the GVMP.

General Plan Element:	Goals:	Policies:	Actions:	**Implementation & Progress:**
		commercial development.		
		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, as well as San Carlo I and II.
		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 as well as San Carlo I and II.
		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. San Carlo I and II both include garage parking as well as the approved TREH and Alliance products.
		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 project amenities.		Implemented in Richmond American's "Serrano" / Glenrose Ranch project.
		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.		Ongoing with each Industrial and Business Park development this policy is implemented (Patriot Partners, Crow Holdings, etc.)
		2) Encourage contemporary, clean and distinctive industrial buildings with clearly visible entrances.		Ongoing with each Industrial and Business Park development this policy is implemented (Patriot Partners, Crow Holdings, etc.)
		3) Avoid long, blank building walls by incorporating vertical and/or horizontal façade articulation and modulation and varying use of color, materials and landscaping.		Ongoing with each Industrial and Business Park development this policy is implemented (Patriot Partners, Crow Holdings, etc.)
		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. ~~City to participate with surrounding jurisdictions to draft the Inland Valley Infrastructure Corridor (IVIC) Program beginning in 2023.~~
		5) Capitalize on the access to industrial areas created by nearby State Route 30 through improved signage and gateway monumentation.		
		6) Provide incentives for consolidating smaller industrial lots into larger parcels.		Ongoing with individual projects such as Patriot, Crow Holdings and Lovett in 2023.
		7) Screen parking, storage and service areas from public view with landscaped walls, berms and appropriate landscaping treatments.		Required for all new industrial development.
		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.		Patriot Partners, Crow Holdings and Lovett warehouse/distribution projects.
		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		Farmer Boys Restaurant on 5th Street and Palm Ave.

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General Plan Element:	Goals:	Policies:	Actions:	
		industrial uses to reduce unnecessary workday car trips by employees and business clients.		
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.		Ongoing through the implementation of HMC 16.32 Historic Preservation as applicable to all historically designated structures and districts. Ongoing distribution of Newsletter describing preferred restoration methods & funding to these property owners. Grant funding available for exterior painting, window and door replacement. Annual awards presented to good examples of preservation and presented at the Citrus Harvest Festival
		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. Most recent application processed in 2023.
		3) Develop a clear pedestrian and vehicular connection between the City's emerging Town Center and the existing Historic District.		Public Works continues to apply for a grant to improve portions of Palm Avenue and Pacific Street.
		4) Design and incorporate entry signs, informational plaques, streetscape improvements and other edge and boundary treatments at points of entry into the district and at other points of interest.		Plaque Program / District Identification Signs in place.
		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.		Ongoing including the 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 annually including 2023~~3~~5. Tours provided by members of the City's Historic and Cultural Preservation Board
			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.	Ongoing when individual opportunities arise. Shorty's garage is a 2023 example.
			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		Greenspot Village & Marketplace Specific Plan between Pads 4 and 5.

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General Plan Element:	Goals:	Policies:	Actions:	
		• Public space framed by surrounding buildings.		
		2) Locate plazas in areas of high visibility such as near streets or along sidewalks or pedestrian paths.		Greenspot Village & Marketplace between Pads 4 and 5.
		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.
		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.		Ongoing – 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.		Ongoing – Mediterra
Community Design	Goal 10.11 Promote attractive, appropriately scaled and well-coordinated signs.			
		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. Recent examples include the GVMP Sign Program.
		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. Recent examples include the GVMP Sign Program.
		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 Water Efficiency Ordinance.
		2) Planting trees and incorporating landscaped berms to provide shade and wind buffering		On-going along Base Line and 5th Street/Greenspot Road.
		3) Using native and drought-tolerant landscaping ("xeriscaping") and drip irrigation to conserve water resources.		On-going. City facilities and LMD were converted.
		4) Encourage designs that channel runoff to permeable surfaces.		On-going for each entitlement project as their WQMP plans are approved
		5) Encourage transit-oriented, infill development to make efficient use of existing land.		Projects along Base Line and 5th Street are poised to take advantage of the Omnitrans bus system.
		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		On-going. Enforcement of NPDES and BMPs

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General Plan Element:	Goals:	Policies:	Actions:	
		reduce dust and runoff impacts.		
		9) Encourage local recycling and composting initiatives at the neighborhood level.		City offers bi-annual composting give-away days. Recycling is encouraged through social media and direct contact to residents and businesses.
			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.	Ongoing.
			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 where necessary.			
		1) Encourage the use of landscaped walls or fences that buffer residential areas from commercial uses to allow privacy and noise absorption.		2023 Examples – Patriot/Crow Holdings/Lovett warehousing/distribution projects utilized these measures, as well as retail and residential projects such as Costco Warehouse store, Kevin Kent Tow Yards and San Carlo Townhomes II. 2025 – Greenspot Crossings between PA1, PA2 and PA3.
		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. 2025 – Greensnpot Crossings PA1 and PA2.
		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.		2025 Examples include residential and commercial projects approved within the GVMP Specific Plan including Costco and San Carlo II Townhomes.
		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.		2025 – San Carlo II Townhomes approved, and San Carlo I built both of which provide this type of fencing.
		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.		San Carlo I and II.
		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"
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,		Implemented by the adoption of the City's Airport Overlay Zone and Safety Compatibility Ordinance

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General Plan Element:	Goals:	Policies:	Actions:	
		especially residential uses, in areas significantly impacted by noise.		(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.	Ongoing with each land use entitlement issued by the City that requires a discretionary permit.
			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- 2023 - 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 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~~ Century Homes TR 19915, Crestwood TR 20387, Diversified TR 20721, as well as all commercial and industrial projects.
		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.		Continue to notify the SBIA on all new development projects in the City. Where applicable, the SBIA enforces land use restrictions and prohibitions.
			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 Continue to notify the SBIA on all new development projects in the City. Where applicable, the SBIA requests Avigation Easements.
			2) Require letters of advisement	Implemented by the adoption of the City's Airport

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General Plan Element:	Goals:	Policies:	Actions:	
			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).	Overlay Zone and Safety Compatibility Ordinance (2009) – Ord No. 342, and 343 Continue to notify the SBIA on all new development projects in the City. Where applicable, the SBIA requests Avigation Easements.
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 2023 – Coordinated with surrounding jurisdictions, lead by the San Bernardino International Airport, to begin draft of the "Inland Valley Infrastructure Corridor Plan". The draft EIR was started. 2025 – The IVIC Plan was tabled by the SBIAA due to threat of litigation with respect to the Plan's CEQA analysis. The City continues to work closely with the SBIA on land use related items including promotion of the Corridor for compatible commercial and industrial (non-residential) land uses. (i.e. 7 logistics projects and various business park and commercial uses approved within the last 5 years within the Corridor).
		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 between 2021 and 2024, totaling more than 7 warehouse/distribution projects.
		3) Provide adequate transitions and/or buffers between existing residential neighborhoods and industrial and other incompatible land uses.		Residential buffers are considered during the land use planning and CEQA process with each project. Consideration given to "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act issued by Attorney General Becerra's Bureau of Environmental Justice.
		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 ~~Assist in drafting the new "Inland Valley Infrastructure Corridor Plan" beginning in late 2023.~~
		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. Attend annual Hazard Mitigation Meetings to coordinate land use and biological impacts at and near the Airport. ~~Assist in drafting the new "Inland Valley Infrastructure Corridor Plan" beginning in late 2023.~~
		6) Encourage flexible development standards that account for changes in market demand related to airport cargo, storage and distribution.		~~Assist in drafting the new "Inland Valley Infrastructure Corridor Plan" beginning in late 2023.~~
			1) Develop a comprehensive gateway boulevard streetscape improvement plan for 5th Street.	CIP & IVDA. ~~"Inland Valley Infrastructure Corridor Plan" draft beginning in late 2023.~~
			2) Develop comprehensive design guidelines for the landscaping, architecture and streetscapes within the 5th Street Corridor.	CIP & IVDA. ~~Assist in drafting the new "Inland Valley Infrastructure Corridor Plan" (IVIC) beginning in late 2023.~~

ATTACHMENT 2

Housing Element

2025 Annual Report

Jurisdiction	Highland	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Housing Element Planning Period	6th Cycle	10/15/2021 - 10/15/2029

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	61
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	291
Above Moderate		2
Total Units		**354**

Units by Structure Type	Entitled	Permitted	Completed
Single-family Attached	0	0	0
Single-family Detached	115	47	34
2 to 4 units per structure	0	0	0
5+ units per structure	0	248	0
Accessory Dwelling Unit	0	59	37
Mobile/Manufactured Home	0	0	0
Total	**115**	**354**	**71**

Infill Housing Developments and Infill Units Permitted	# of Projects	Units
Indicated as Infill	137	354
Not Indicated as Infill	0	0

Housing Applications Summary	
Total Housing Applications Submitted:	36
Number of Proposed Units in All Applications Received:	252
Total Housing Units Approved:	31
Total Housing Units Disapproved:	0

Use of SB 423 Streamlining Provisions - Applications	
Number of SB 423 Streamlining Applications	0
Number of SB 423 Streamlining Applications Approved	0

Units Constructed - SB 423 Streamlining Permits			
Income	**Rental**	**Ownership**	**Total**
Acutely Low	0	0	0
Extremely Low	0	0	0
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	**0**	**0**	**0**

Streamlining Provisions Used - Permitted Units	# of Projects	Units
SB 9 (2021) - Duplex in SF Zone	0	0
SB 9 (2021) - Residential Lot Split	0	0
AB 2011 (2022)	0	0
SB 6 (2022)	0	0
SB 423 (2023)	0	0

Ministerial and Discretionary Applications	# of	Units
Ministerial	36	252
Discretionary	0	0

Density Bonus Applications and Units Permitted	
Number of Applications Submitted Requesting a Density Bonus	0
Number of Units in Applications Submitted Requesting a Density Bonus	0
Number of Projects Permitted with a Density Bonus	0
Number of Units in Projects Permitted with a Density Bonus	0

Housing Element Programs Implemented and Sites Rezoned	Count
Programs Implemented	71
Sites Rezoned to Accommodate the RHNA	0

Jurisdiction	Highland	
Reporting Year	2025	(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	Historic Sites	Density Bo Applica
1					2	3	4					5						6	7	8	9	10	11
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)	Acutely Low-Income Deed Restricted	Acutely Low-Income Non Deed Restricted	Extremely Low-Income Deed Restricted	Extremely Low-Income Non Deed Restricted	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	Please select state streamlining provision/s the application was submitted pursuant to.	Is this project located on a site with an associated historical designation as outlined in Government Code Section 65400(a)(2)(N) and reported on Table L?	Did the housing development application seek incentives or concessions pursuant to Government Code section 65915?
Summary Row: Start Data Entry Below								0	0	0	0	0	34	0	0	0	218	0	252	31	0			
	1201-341-02	7712 Calhoun Rd	574 Detached ADU	ADU 25-001	ADU	R	1/9/2025						1						1	1		NONE	No	No
	1192-141-73	26466 Temple	Detached 748 sf ADU	ADU 25-002	ADU	R	1/27/2025						1						1	1		NONE	No	No
	278-113-12	25544 9th St	1193 sf Detached ADU	ADU 25-003	ADU	R	2/18/2025						1						1	1		NONE	No	No
	1200-511-19	28297 Cornus Ct	Detached 722 sf ADU	ADU 25-004	ADU	R	2/5/2025						1						1	1		NONE	No	No
	1192-141-07	7511 Valaria Dr	416 sf Garage Conversion ADU	ADU 25-005	ADU	R	3/4/2025						1						1	1		NONE	No	No
	0273-161-21	25546 Byron St.	1200 sf Detached ADU	ADU 25-006	ADU	R	2/16/2025						1						1	1		NONE	No	No
	0285-951-13	2278 29th St.	N/A Filed in wrong jurisdiction	ADU 25-007	ADU	R	3/6/2025						1						1	0		NONE	No	No
	273-161-14	25597 Pacific St	Detached garage conversion ADU	ADU 25-008	ADU	R	3/12/2019						1						1	1		NONE	No	No
	278-195-14	7847 Golondrina St	Garage conversion ADU	ADU 25-009	ADU	R	3/13/2025						1						1	1		NONE	No	No
	1192-041-21	7464 McKinley Ave	477 sf Detached Garage conversion ADU	ADU 25-010	ADU	R	3/27/2025						1						1	1		NONE	No	No
	1192-371-21	7510 Cunningham St	748 sf Detached ADU	ADU 25-011	ADU	R	3/28/2025						1						1	1		NONE	No	No
	1192-531-37	26647 6th St	New Detached 360 sf ADU	ADU 25-012	ADU	R	3/31/2025						1						1	1		NONE	No	No
	1192-341-19	26735 Base Line	480 sf Detached Garage conversion ADU	ADU 25-013	ADU	R	8/12/2025						1						1	1		NONE	No	No
	1192-041-45	7490 Newcomb	230 sf Attached garage conversion ADU	ADU 25-014	ADU	R	6/18/2025						1						1	1		NONE	No	No
	1192-361-37	26779 Crest St	400 sf & 662 sf Detached ADU	ADU 25-015	ADU	R	5/12/2025						1						1	1		NONE	No	No
	273-253-09	25579 Walker St	240 sf Attached JADU	ADU 25-016	ADU	R	5/22/2025						1						1	1		NONE	No	No
	1201-241-09	28671 Canyon Oak Drive	New Detached 747 sf ADU	ADU 25-017	ADU	R	6/2/2025						1						1	1		NONE	No	No
	1192-571-20	27022 Hibiscus St	New Detached 588 sf ADU	ADU 25-018	ADU	R	6/18/2025						1						1	1		NONE	No	No
	1201-101-23	7456 Seine Ave	600 sf Attached ADU	ADU 25-019	ADU	R	6/23/2025						1						1	0		NONE	No	No
	1200-401-83	7089 Cienega Dr	600 sf Attached ADU	ADU 25-020	ADU	R	6/23/2025						1						1	1		NONE	No	No
	1200-471-03	6923 Grove Ave	743 sf Detached ADU	ADU 25-021	ADU	R	5/20/2025						1						1	1		NONE	No	No
	1191-361-52	7031 Alice St	749 st Detached ADU	ADU 25-022	ADU	R	6/27/2025						1						1	1		NONE	No	No
	1191-181-43	25767 Walker St	New 744 st Detached ADU	ADU 25-023	ADU	R	7/1/2025						1						1	1		NONE	No	No
	1192-411-19	7395 Olive Tree Ln	667 sf Detached ADU	ADU 25-024	ADU	R	7/8/2025						1						1	1		NONE	No	No
	1191-372-17	7169 Alice	441 sf Conversion to Detached ADU	ADU 25-025	ADU	R	7/16/2025						1						1	1		NONE	No	No

	1192-351-21	7410 San Francisco St	846 Detached ADU	ADU 25-026	ADU	R	7/22/2025						1						1	1		NONE	No	No
	1192-141-15	7578 Valaria Dr	Convert attached garage to 400 sf ADU	ADU 25-027	ADU	R	7/18/2025						1						1	1		NONE	No	No
	1192-071-42	7685 Guthrie St	Convert attached garage to 400 sf ADU	ADU 25-028	ADU	R	7/21/2025						1						1	1		NONE	No	No
	278-283-02	7655 Golondrina Dr	748 sf Detached ADU	ADU 25-029	ADU	R	10/1/2025						1						1	1		NONE	No	No
	1191-472-01	27171 Pacific St	892 sf Detached ADU	ADU 25-030	ADU	R	9/3/2025						1						1	0		NONE	Yes - National	No
	1192-541-03	26797 6th St	1200 SF Detached ADU	ADU 25-031	ADU	R	9/3/2025						1						1	1		NONE	No	No
	273-142-02	7050 Elmwood Rd	495 Attached ADU	ADU 25-032	ADU	R	10/1/2025						1						1	1		NONE	No	No
	1200-651-39	7135 Ridge Dr	556 sf Attached ADU	ADU 25-033	ADU	R	11/20/2025						1						1	1		NONE	No	No

Jurisdiction	Highland
Reporting Year	2025 (Jan 1 - Dec 31)
Planning Period	4th Cycle (2025 - 2035)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

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 | Historic Sites | Infill | Housing with Financial Assistance and/or Deed Restriction | | Housing without Financial Assistance or Deed Restriction | Term of Affordability or Deed Restriction | Demolished/Destroyed Units | | | Density Bonus | | | | Notes |
|---|---|---

ANNUAL ELEMENT PROGRESS REPORT
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Reporting Year: 2025 (Jan. 1 - Dec. 31)

| Assessor Parcel Number | Site Address or Intersection | Unit Type | Structure Type | Tenure R=Renter O=Owner | Currently Deed Restricted | Number of Units Issued Building Permits | Number of Units Issued Certificates of Occupancy | Number of Units Issued Final Inspection

| Jurisdiction | Highland | | |

Jurisdiction	Highland	
Reporting Year	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

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

		1	Projection Period	2									3	4
Income Level		**RHNA Allocation by Income Level**	**Projection Period - 06/30/2021-10/14/2021**	**2021**	**2022**	**2023**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**Total Units to Date (all years)**	**Total Remaining RHNA by Income Level**
Acutely Low	Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Extremely Low	Deed Restricted	-	-	-	-	-	-	-	-	-	-	-	-	-
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-	-		
Very Low	Deed Restricted	619	-	-	-	-	-	-	-	-	-	-	93	526
	Non-Deed Restricted		9	8	7	3	5	61	-	-	-	-		
Low	Deed Restricted	409	-	-	-	-	-	-	-	-	-	-	248	161
	Non-Deed Restricted		201	-	4	24	19	-	-	-	-	-		
Moderate	Deed Restricted	471	-	-	-	-	-	-	-	-	-	-	313	158
	Non-Deed Restricted		2	2	14	4	-	291	-	-	-	-		
Above Moderate		1,014	-	17	46	68	50	2	-	-	-	-	183	831
Total RHNA		2,513												
Total Units			212	27	71	99	74	354	-	-	-	-	837	1,676

*For years prior to 2025, Acutely Low-Income units are reported within the Extremely Low-Income category

*For jurisdictions that received RHNA determinations for the current cycle prior to the passage of AB 3093 (September 19, 2024):
- You were not allocated Acutely Low-Income and Extremely Low-Income RHNA targets, therefore the allocations in Field 1 are listed as "0"
  - If you wish to set your own targets in these income categories for informational purposes, contact HCD staff at apr@hcd.ca.gov.
- All Acutely Low-Income and Extremely Low-Income units reported during the cycle are counted towards Very-Low Income RHNA progress

*For years prior to 2025, data on deed-restricted vs. non-deed restricted Extremely Low-Income units is approximated from whether the projects reported any deed-restricted Very Low-Income Units. If you wish to edit this historical data for accuracy or have any questions about the data, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

Please Note: Table B does not currently contain data from Table F or Table F2 for prior years. You may login to the APR system to see Table B that contains this data.

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	2025	(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 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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Housing Element Implementation

Jurisdiction	Highland	
Reporting Year	2025	(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	2	3	4	5	6	7	8	9
Name of Program	**Objective**	**Projected Completion Date in Housing Element**	**Applicable Cycle**	**Status of Program Implementation**	**Program Implementation Details**	**Quantified Outcomes: Category**	**Quantified Outcomes: Count**	**Supporting Documents**
Program 1a: 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	6th Cycle	6th Cycle	Partially achieved and ongoing.	Other	60	Meetings ongoing.
Program 1b: Homeowner Rehabilitation Program	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.	6th Cycle	Continuous	Achieved and ongoing. City staff continues to meet regularly with the San Bernardino County Department of Community Development and Housing and Econonmic Development Agency. Discussion of various grant programs such as HOME, Community Development Block Grant Funding, Veterans Administration funding and Homeless Program funding.	Meetings	90	Ongoing meetings with Deputy Director Evan Miles and other various staff at the County CDH
Program 1c: Homeowner Rehabilitation Program	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.	6th Cycle	Continuous	No activity regarding PLHA funding opportunities.	Meetings	90	Ongoing meetings with Deputy Director Evan Miles and other various staff at the County CDH
Program 2a: 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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025.	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076

Program 3a: 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.	6th Cycle	Continuous	Partially achieved. Additional efforts to create mailers requires additional work.	Households	100%	highlandca.gov/204/Housing-Programs
Program 3b: Code Enforcement	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.	6th Cycle	Completed	Posted resources to the City's website.	Other	100%	highlandca.gov/204/Housing-Programs highlandca.gov/255/Code-Enforcement
Program 3c: Code Enforcement	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.	6th Cycle	Continuous	These reports are completed each month, reviewed by the CD Director and also provided to the SB County Dept. of HCD.	Households	100%	None.
Program 4a: 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.	6th Cycle	Completed.	Complete and ongoing implementation of the ordinance requiring each residential project construct affordable housing or pay an in-lieu fee.	Units	100%	highlandca.gov/ArchiveCenter/ViewFile/Item/242
Program 4b: Inclusionary Housing	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	6th Cycle	In Progress	Rezoning took place in 2026 to ensure an additional 5 acres were zoned for high density multi-family housing in a high resources area with access to recreation and education.	Households	100%	Item #13 https://highlandca.portal.civicclerk.com/event/9/files/agenda/4373
Program 4c: Inclusionary Housing	Dedicate 100 percent of in-lieu housing fees collected for affordable housing development and programs.	Ongoing	6th Cycle	Continuous	The fees collected thus far are allocated to the Wakeland Senior Housing community at 7433 Central Avenue in partnership with the Highland Housing Authority.	Units	60	https://www.highlandca.gov/ArchiveCenter/ViewFile/Item/247

Program 4d: Inclusionary Housing	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	6th Cycle	In Progress	Ongoing. Specific projects include the City's Senior Housing Project at 7433 Central Avenue that will house 89 seniors. Also, staff has been active in 2024, identifying sites and meeting with property owners in high resources areas that would be willing to upzone their property and participate in this effort. The site was identified in 2025 and rezoning took place on February 10, 2026.	Units	50	highlandca.portal.civicclerk.com/event/5/files/agenda/1649
Program 5a: Impact Fees	Annually, review fees after the budget cycle.	Bi-annually	6th Cycle	Continuous	Staff-level review of impact fees collected bi-annually.	Other	100%	None.
Program 5b: Impact Fees	Analyze fees for affordable housing, and reduce fees where feasible.	Ongoing prioritization of projects throughout the planning period.	6th Cycle	Ongoing.	The current priority project is the Wakeland Communities / Highland Housing Authority Senior Housing Project. Density bonus incentives and fee reductions have and will continue to be considered by the City Council/Housing Authority.	Units	100%	highlandca.portal.civicclerk.com/event/5/files/agenda/1649
Program 5c: Impact Fees	Prioritize at least 30 percent of capital improvement projects funded by development impact fees in low opportunity/lower resource areas.	Ongoing	6th Cycle	Completed	Achieved through the adoption and prioritization of goals and projects in the the 2024/2025 Work Program and Capital Imporovement Program. Implementation is ongoing.	Other	100%	Work Program - https://www.highlandca.gov/DocumentCenter/View/5314/Work-Program-2025-2026-PDF?bidId= CIP - https://www.highlandca.gov/DocumentCenter/View/3937/5-Year-Capital-Improvement-Program-PDF?bidId=
Program 6: Density Bonus	Update Density Bonus Ordinance, consistent with State law.	By winter 2023.	6th Cycle	Completed	Ordinance No. 470 updating the City's Density Bonus regulations was adopted on June 10, 2025.	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 7a: Housing Choice Voucher Referrals	Maintain relevant resources on the City website.	Ongoing through planning period.	6th Cycle	Continuous	Resources regularly updated as new information is received.	Other	100%	www.highlandca.gov/204/Housing-Programs
Program 7b: Housing Choice Voucher Referrals	Increased coordination with the Housing Authority of the County of San Bernardino through annual meetings	Ongoing	6th Cycle	Continuous	Completed and ongoing.	Meetings	100%	None.
Program 7c: Housing Choice Voucher Referrals	Refer interested residents and support the provision of 394 vouchers annually throughout the city and facilitate rent subsidies in high opportunity/ higher resource areas.	Ongoing	6th Cycle	Continuous	Ongoing discussions with the Housing Authority regarding the availability of this program and how it can be affected with City input. Staff is currently researching an opportunity to receive subsidies that may be available due to a reallocation regionally.	Persons	100%	highlandca.gov/204/Housing-Programs

Program 7d: Housing Choice Voucher Referrals	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.	Ongoing	6th Cycle	Continuous	Ongoing discussions with the Housing Authority regarding the availability of this program and how it can be affected with City input. Five (5) acres of high opportunity resources area was rezoned by the City Council on February 10, 2026	Persons	100%	highlandca.portal.civicclerk.com/event/9/files/agenda/4369
Program 8a: By-Right Development on Previously Identified Housing Sites	Permit qualifying developments by-right in accordance with State requirements.	Ongoing through planning period.	6th Cycle	Continuous	In place and ongoing. One example is the approval of the Halcyon Apartment project on Sterling Avenue approved with Density Bonus provisions.	Units	100%	www.codepublishing.com/CA/Highland/#!/Highland16/Highland1608.html#16.08.060
Program 8b: By-Right Development on Previously Identified Housing Sites	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	6th Cycle	Continuous	Ongoing, continuously monitored as housing applications are submitted.	Other	100%	www.codepublishing.com/CA/Highland/#!/Highland16/Highland1608.html#16.08.060
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.	Ongoing.	6th Cycle	Continuous	Achieved and ongoing. The website was just recently updated to include a drop down menu on all Planning applications regarding this topic. Ten (10) pre-application conferences were held in 2025. They are offered every Thursday with 2-weeks notice.	Other	100%	www.codepublishing.com/CA/Highland/#!/Highland16/Highland1608.html#16.08.020
Program 10: Innovative and Efficient Housing	Update the City's website.	By winter 2023.	6th Cycle	Continuous	Website updated and continuously monitored for new updates.	Other	100%	https://www.highlandca.gov/204/Housing-Programs
Program 11a: 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.	6th Cycle	Continuous	Achieved and ongiong. Coordinate with CalTrans and San Bernardino County Transportation Authority (SBCTA) for the construction of the Victoria Ave/210 interchange, Base Line/210 interchange and Greenspot Road & 5th St/210 interchange. Participation by the Planning and Public Works Divisions in monthly planning meetings.	Meetings	100%	None
Program 11b: Town Center, Base Line Corridor, and Victoria Avenue Corridor Policy Areas	Prioritize capital improvements in lower and moderate resource areas and oversee the completion of the ongoing and planned projects within the planning period.	Ongoing.	6th Cycle	Continuous	Achieved and ongoing. Recent examples include the CDBG pavement rehabilitation programs, CIP and Work Program Goals.	Other	100%	CIP - https://www.highlandca.gov/DocumentCenter/View/3937/5-Year-Capital-Improvement-Program-PDF?bidId=

Program 12: Accessory Dwelling Units	Develop an affordable ADU incentive program.	Develop affordable ADU incentive program by spring 2024.	6th Cycle	In Progress	Discussion at staff level as to how best achieve this goal. Staff met ithroughout the year to review several other jurisdictions' programs to identify the best model. Recommendations will be made to the City Council in 2026.	Other	50	None.
Program 13a: 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.	6th Cycle	In Progress	Partially achieved. Contacted NPHS with regard to specific loans, but have not yet established annual meeting dates.	Meetings	50	us06web.zoom.us/webinar/register/WN_2xXwNDsVSjCQVpAnsjy_Og#/registration
Program 13b: Homeowner Assistance Programs	Maintain resources on City website with annual updates.	Ongoing through planning period.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	www.highlandca.gov/204/Housing-Programs
Program 14: Priority Services	Maintain a database of existing and proposed affordable housing developments.	Ongoing.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	highlandca.gov/DocumentCenter/View/308/Low-and-Moderate-Income-Housing-with-Long-Term-Covenants-PDF
Program 14: Priority Services	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.	6th Cycle	Continuous	East Valley Water District (EVWD) to prepare their 2025 Urban Water Management Plan (UWMP)	Meetings	100%	https://www.eastvalleywater.gov/media/w1xfkxxt/part-2-chapter-6_evwd-2020-uwmp_final.pdf
Program 15a: 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.	6th Cycle	Continuous	Achieved and ongoing through the website and with the Weekly Newsletter.	Other	100%	https://www.highlandca.gov/list.aspx?listid=246
Program 15b: Fair Housing Mediation	Continue to partner with IFHMB and coordinate annually to gather and analyze local data to inform fair housing priorities and opportunities.	Ongoing	6th Cycle	Continuous	Paritally achieved with information available on website. Annual meetings not yet set.	Meetings	100%	https://www.ifhmb.com/
Program 15: Fair Housing Mediation	Provide annual staff trainings on how to refer complaints and inquiries to IFHMB.	Annualy	6th Cycle	Continuous	Achieved and ongoing.	Meetings	100%	None.
Program 16a: Affordable Housing Preservation Program	Continue to maintain up-to-date information on the City's website.	Ongoing through planning period.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	www.highlandca.gov/204/Housing-Programs & www.highlandca.gov/356/Development-Activity
Program 16b: Affordable Housing Preservation Program	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.	Ongoing	6th Cycle	Continuous	Achieved.	Other	100%	https://www.highlandca.gov/DocumentCenter/View/308/Low-and-Moderate-Income-Housing-with-Long-Term-Covenants-PDF
Program 16c: Affordable Housing Preservation Program	Establish a working relationship with NPHS through annual meetings to ensure the continued preservation of affordable housing.	Ongoing	6th Cycle	Continuous	Partially achieved.	Meetings	75	None
Program 17a: Housing for Persons with Disabilities	Update the City's website to provide accessibility resources.	Update website with accessibility resources by winter 2023.	6th Cycle	Continuous	No activity.	Other	75	highlandca.gov/204/Housing-Programs

Program 17b: Housing for Persons with Disabilities	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	6th Cycle	Completed	Adopted Ordinance No. 470 on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 18a: 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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 18b: Group Homes and Residential Care Facilities	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.	Winter 2023	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 19a: 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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 19b: Emergency Shelters, Transitional Housing, Permanent Supportive Housing, and Single Room Occupancy	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).	Winter 2023	6th Cycle	Completed	Ordinance No. 470 updating the City's Density Bonus regulations was adopted on June 10, 2025.	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 19c: Emergency Shelters, Transitional Housing, Permanent Supportive Housing, and Single Room Occupancy	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).	Winter 2023	6th Cycle	Completed	Ordinance No. 470 updating the City's Density Bonus regulations was adopted on June 10, 2025.	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 20a: Mobile Home Preservation	Require a report for each proposed conversion or closure.	Ongoing through planning period.	6th Cycle	Continuous	No conversions to date.	Units	100%	No conversions requested to date.
Program 20b: Mobile Home Preservation	Consider the findings of the report, as well as the impact on the existing housing supply, lower-income households, and displaced persons.	Ongoing	6th Cycle	Continuous	N/A	Units	100%	No conversions requested to date.
Program 21a: 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.	6th Cycle	Continuous	Partially completed.	Units	75	Applications made for HOME funds, State LIHTC, Federal LIHTC, etc.

Program 21b: Collaborative Partnerships	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	6th Cycle	Completed	Partially completed. Negotiation Agreement in place with Wakeland Communities. Multiple applications made to the state and local housing funding sources to assist with financing. Application was made to San Bernardino County in 2024 for HOME Investment Partnership funds in the amount of $5.85 M. This was granted in 2025 and received an extension this year. Additional gap financing is being sought. Alternatives to phase the project are also being explored.	Units	89	highlandca.portal.civicclerk.com/event/5/files/agenda/1649
Program 22a: 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.	6th Cycle	In Progress	Only achieved at staff level. Code amendments still need to be completed.	Other	50	None.
Program 23a: Annual Progress Reports	Track housing production, remaining capacity, and program progress.	Ongoing through planning period with annual reports.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	This report as well as annual reporting to the Department of Finance, SBCOG-SBCTA and SCAG.
Program 23a: Annual Progress Reports	Submit adopted Annual Progress Reports (APR) annually by April 1st.	Ongoing through planning period with annual reports.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	Completed each year online. https://www.hcd.ca.gov/housing-open-data-tools/apr-dashboard
Program 24a: 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.	6th Cycle	Continuous	Achieved and ongoing.	Other	100%	https://www.highlandca.gov/DocumentCenter/View/4195/Housing-Element-6th-Cycle-PDF
Program 24b: No Net Loss	Develop a methodology for tracking remaining capacity.	Ongoing but established by 2023.	6th Cycle	Continuous	Partially completed.	Units	100%	https://www.highlandca.gov/DocumentCenter/View/4195/Housing-Element-6th-Cycle-PDF
Program 25a: Fair Housing Outreach	Coordinate annual meetings with County of San Bernardino and fair housing agencies.	By winter 2023.	6th Cycle	Continuous	Completed and ongoing.	Other	100%	None
Program 25b: Fair Housing Outreach	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.	6th Cycle	Continuous	Ongoing	Other	100%	None
Program 25c: Fair Housing Outreach	Evaluate the need for an Ad Hoc Fair Housing Committee when updating the Analysis of Impediments.	Winter 2023	6th Cycle	Completed	Completed	Meetings	100%	Determined to be unnecessary. Housing items can be addressed by existing City/Housing Authority Subcommittees such as the "Finance" and "Public Facilities" Subcommittees.
Program 25d: Fair Housing Outreach	Implement a procedure that prompts fair housing administration for all housing and community development decisions, including capital investments.	Winter 2023	6th Cycle	Completed	Partially completed.	Other	100%	Included in the City's required mailing of "Interested Agencies" for all projects.

Program 26a: 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.	6th Cycle	Continuous	Ongoing	Other	100%	Implementation of iWorQ software, connecting the Building & Safety and Planning Divisions to ensure each permit is appropriately reviewed and replacement requirements. Each permit also reviewed by the Asst. CD Director as additional oversight.
Program 26b: Replacement Requirements	Enforce replacement requirements in accordance with Government Code Section 66300.	Ongoing.	6th Cycle	Continuous	Ongoing, partially complete	Units	100%	Implementation of iWorQ software, connecting the Building & Safety and Planning Divisions to ensure each permit is appropriately reviewed and replacement requirements. Each permit also reviewed by the Asst. CD Director as additional oversight.
Program 27: Low-Barrier Navigation Centers	Amend the Zoning Code, consistent with State requirements.	By winter 2023.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 29a: Objective Design Standards	Monitor Zoning Code amendments to ensure any new design standards are objective.	Ongoing through planning period.	6th Cycle	Continuous	Ongoing at staff level.	Other	100%	None.
Program 29b:	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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 30a: Surplus Lands	Identify and track surplus City-owned sites.	· Annually, throughout the planning period.	6th Cycle	Continuous	Completed	Other	100%	Table H of this report
Program 30b: Surplus Lands	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.	6th Cycle	Completed	Completed and ongoing	Other	100%	Table H of this report
Program 30c: Surplus Lands	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.	6th Cycle	In Progress	Partially completed. Negotiation Agreement in place with Wakeland Housing. The Senior Housing Project negotiated agreement includes a long-term ground lease and granting of Housing Authority assets in excess of $4.5M. Multiple state and local grants being applied for to assist with financing. Application was made to San Bernardino County in 2024 for HOME Investment Partnership funds in the amount of $5.85 M. This was granted in 2025.	Units	50	highlandca.portal.civicclerk.com/event/5/files/agenda/1649

Program 30d: Surplus Lands	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.	6th Cycle	In Progress	Partially completed. Negotiation Agreement in place with Wakeland Housing. The Senior Housing Project negotiated agreement includes a long-term ground lease and granting of Housing Authority assets in excess of $4.5M. Multiple state and local grants being applied for to assist with financing. Application was made to San Bernardino County in 2024 for HOME Investment Partnership funds in the amount of $5.85 M. This was granted in 2025.	Units	100%	highlandca.portal.civicclerk.com/event/5/files/agenda/1649
Program 31a: Increased Transparency	Ensure all relevant information is provided on the City's website.	Ongoing, throughout the planning period.	6th Cycle	Continuous	Achieved and ongoing.	Other	90	highlandca.gov/204/Housing-Programs
Program 31b: Increased Transparency	Continue to update information as changes are made and as it becomes available.	Ongoing, throughout the planning period.	6th Cycle	Continuous	Ongoing	Other	90	highlandca.gov/204/Housing-Programs
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.	6th Cycle	Completed	Ordinance No. 470 adopted on June 10, 2025	Other	100%	Item #17 https://highlandca.portal.civicclerk.com/event/1444/files/agenda/2076
Program 33a	Rezone sites to increase multifamily residential options in moderate- and high opportunity/ higher resource areas. Rezoned sites must meet the following criteria a) located in moderate- or high opportunity/ higher resources areas, based on the TCAC Opportunity Maps or other appropriate data sources; b) combined area of at least 5 acres; c) maximum density of 30 du/ac	Dec-25	6th Cycle	Completed	Sites were analyzed and one selected following review by both the Planning Commission and City Council. The site was rezoned by the City Council on February 10, 2026.	Other	100%	Item #21 https://highlandca.portal.civicclerk.com/event/1434/files/agenda/2064 Item #13 https://highlandca.portal.civicclerk.com/event/9/files+I26/agenda/4373
Program 33b	Within one year of completing the rezone, work with property owners to proactively identify prime sites, notify affordable housing developers, or provide technical assistance for affordable projects.	Dec-26	6th Cycle	In Progress	The City is actively working with the property owner and their land developer, Sunland Communities, to create a Planned Development document that will ensure the 5 acres is appropriately designed.	Meetings	25	Item #1 - Minutes from 4/1/25 meeting https://highlandca.portal.civicclerk.com/event/2054/files/agenda/2941

Jurisdiction	Highland	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning	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									
N/A									

Jurisdiction	Highland	
Reporting Period	2025	(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 at apr@hcd.ca.gov and we will unlock the form which 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	2025	(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 Moderate Income 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							0	0	0	0	0	0	0	0		

Jurisdiction	Highland	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Period	6th Cycle	10/15/2021 - 10/15/2029

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				2	3	4
1						
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		**NOTE: This table must contain an inventory of ALL surplus/excess lands the reporting jurisdiction owns**
Reporting Period	2025	(Jan. 1 - Dec. 31)	

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

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					
1192-431-04-0000	Central Avenue, south of Base Line	Vacant		Surplus Land	1.75
1192-431-05-0000	Central Avenue, south of Base Line	Vacant		Surplus Land	2

Jurisdiction	Highland	
Reporting Period	2025	(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

Note:
Cells in gre

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 Se

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												
N/A												

Jurisdiction	Highland	
Reporting Period	2025	(Jan. 1 - Dec. 31)
Planning Period	6th Cycle	10/15/2021 - 10/15/2029

ANNUAL ELEMENT PROGRESS REPORT

Table K
Tenant Preference Policy

Local governments are required to inform HCD about any local tenant preference ordinance the local government maintains when the jurisdiction submits their annual progress report on housing approvals and production, per Government Code 7061 (SB 649, 2022, Cortese). Effective January 1, 2023, local governments adopting a tenant preference are required to create a webpage on their internet website containing authorizing local ordinance and supporting materials, no more than 90 days after the ordinance becomes operational.

Does the Jurisdiction have a local tenant preference policy?	No
If the jurisdiction has a local tenant preference policy, provide a link to the jurisdiction's webpage containing authorizing local ordinance and supporting materials.	
Notes	

Jurisdiction	Highland	**NOTE: This table needs to be completed with any sites within your jurisdiction that were newly added to a National, State, or Local register of historic places within the reporting year. If none, leave blank.**	Note: "+" indicates an optional field Cells in grey contain auto-calculation formulas
Reporting Period	2025 (Jan. 1 - Dec. 31)		

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

Table L

Historical Resources

Parcel Identifier		Designation				Size	Notes
1		2				3	4
APN	Street Address/Intersection	Date of Designation	Designation Level	Historic Site Period	Areas of Significance	Parcel Size (in acres)	Notes
Summary Row:							

Jurisdiction	Highland	
Reporting Year	2025	(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	$ -

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

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		**Current Year**
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	115
Above Moderate		0
Total Units		**115**

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Acutely Low	Deed Restricted	0
	Non-Deed Restricted	0
Extremely Low	Deed Restricted	0
	Non-Deed Restricted	0
Very Low	Deed Restricted	0
	Non-Deed Restricted	61
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	291