



CITY OF HIGHLAND

27215 Base Line, Highland, CA 92346
Telephone (909) 864-6861 FAX: (909) 862-3180

INITIAL STUDY

1. Case No: Conditional Use Permit (CUP 21-006), Design Review Application (DRA 21-004), Tentative Parcel Map (TPM 21-001), & Accessory Sign Review (ASR 21-006)

Project title: Tractor Supply Mixed Use Development
2. Lead agency: City of Highland, 27215 Base Line, Highland, CA 92346
3. Contact person: Ash Syed, Associate Planner
City of Highland, Community Development Department
27215 Base Line, Highland, CA 92346
Tel: (909) 864-6861 Ext. 210
4. Project location: Northwest corner of Base Line and Church Avenue
(APN: 1200-381-05 and -43)
5. Project applicant: Woodcrest Real Estate Ventures, Lauren Schulte
6. Description of project: See attached "Appendix A – Project Description"
7. Present Land Use: Vacant Land
8. General Plan designation: Mixed Use / Low Density
9. Zoning: Mixed Use / R-1
10. Is the proposed action a "project" as defined by CEQA? (See Section 2.6 of State CEQA Guidelines. If more than one project is present in the same area, cumulative impact should be considered) Yes ☒ No ☐
11. If "yes" on 10, does the project fall into any of the Emergency Projects listed in Section 15269 of the State CEQA Guidelines? Yes ☐ No ☒
12. If "no" on 10, does the project fall under any of the Ministerial Acts listed in Section 15268(b) of the State CEQA Guidelines? Yes ☐ No ☒

13. If “no” on 12, does the project fall under any of the Statutory Exemptions listed in Article 18 of the State CEQA Guidelines? Yes ☐ No ☒
14. If “no” on 13, does the project qualify for one of the Categorical Exemptions listed in Article 19 of the State CEQA Guidelines? (Where there is a reasonable probability that the activity will have a significant effect due to special circumstances, a categorical exemption does not apply). Yes ☐ No ☒
15. Surrounding land uses and setting (briefly describe the project’s surroundings):
 North: Residential, single-family dwellings
 South: School, Church, and single-family residences.
 East: Commercial Store (Smart & Final)
 West: Commercial Store (Family Dollar) and single-family residences at N
16. Surrounding General Plan and Zoning:
 North: LD & R-1
 South: P / MU & P/Q / MU
 East: MU & MU
 West: MU / LD & MU / R1
17. Is the proposed project consistent with (if answered “yes” or “n/a”, no explanation is required):
- | | |
|--|--|
| City of Highland General Plan | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A <input type="checkbox"/> |
| Applicable Specific Plan | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| City of Highland Zoning Code | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/> |
| South Coast Air Quality Management Plan | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| San Bernardino International Airport Master Plan | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |
| Other: East Highlands Ranch Planned Unit Development, Development Standards Report | Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/> |

18. Are any of the following studies required?

Soils Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Slope Study	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Geological Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Traffic Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Air Quality Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Greenhouse Gases Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Hydrology	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Sewer Study	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Biological Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Noise Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Hazardous Materials Study	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Housing Analysis	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Archaeological Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Groundwater Analysis	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Water Quality Report	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Other	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

19. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement). Only required at the time of development.

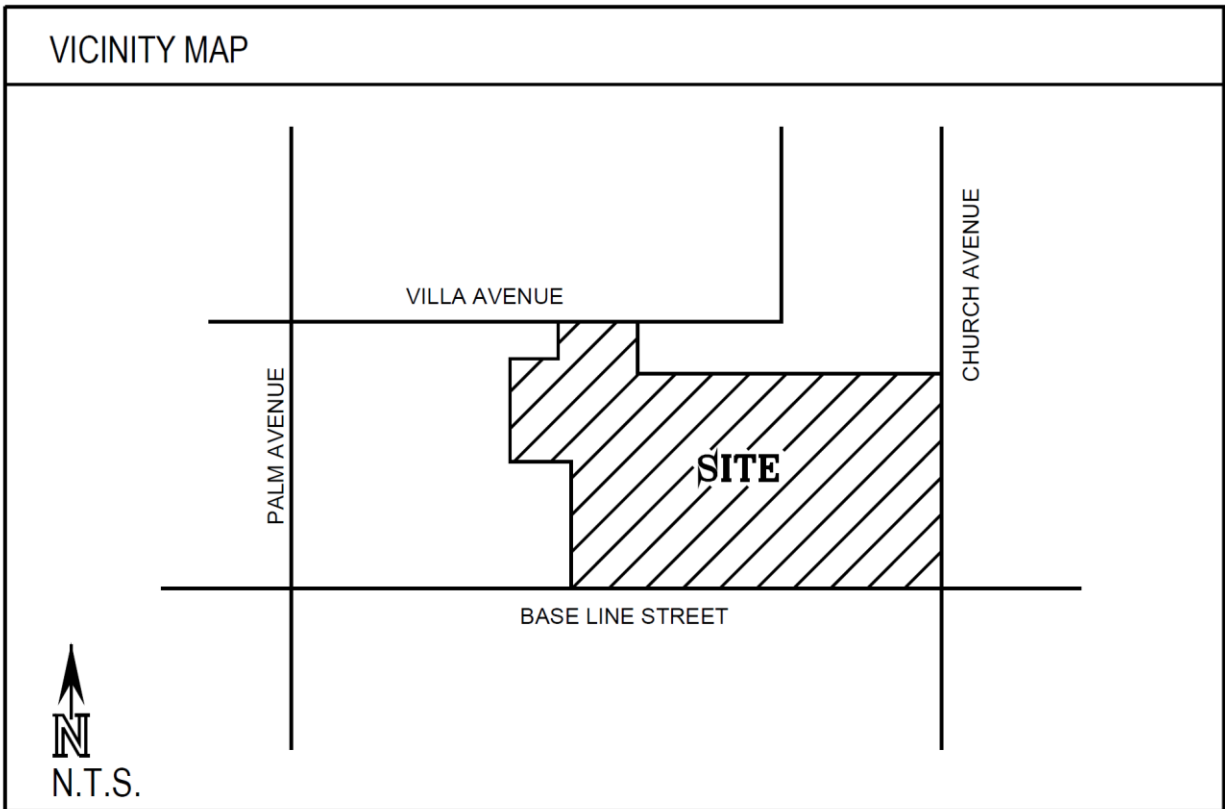
East Valley Water District;
 Southern California Edison Company;
 SoCal Gas Company;
 San Bernardino City Unified School District;
 Highland Fire Department;

Responses to:

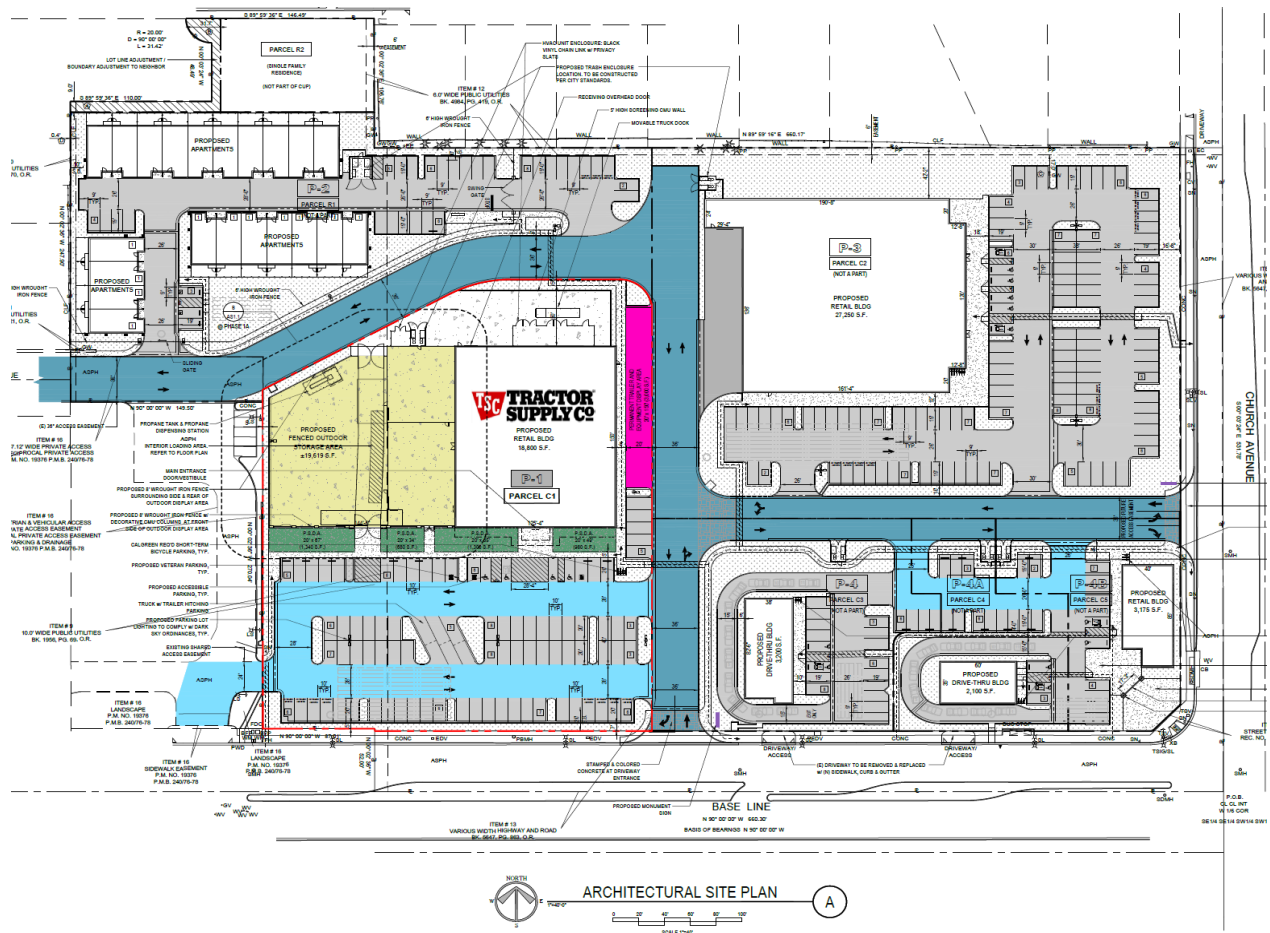
INFORMATION SOURCES CITED: The documents below are cited or incorporated herein by reference and are available for review at the Planning Division's Public Service Counter at Highland City Hall, located at 27215 Base Line, California.

1. Vehicle Miles Traveled Memorandum – May 3, 2021
2. Parking Memorandum – May 3, 2021
3. Traffic Impact Analysis – October 6, 2021
4. Air Quality Assessment – May 13, 2021
5. Greenhouse Gas Assessment – May 13, 2021
6. Noise Study – May 13, 2021
7. Geotechnical Investigation – January 15, 2021
8. Biological Resource Assessment – January 31, 2021
9. Phase I Cultural Resource assessment – April 30, 2021
10. Preliminary Water Quality Management Plan – April 15, 2021
11. Phase One Environmental Site Assessment – October 5, 2020

Attachment 1 Project Site and Vicinity



Attachment 2 Proposed Site Plan



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.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology /Soils
<input type="checkbox"/> Hazards & Hazardous Materials	<input type="checkbox"/> Hydrology / Water Quality	<input checked="" type="checkbox"/> Land Use / Planning
<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise	<input checked="" type="checkbox"/> Population / Housing
<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Tribal Cultural Resources	<input type="checkbox"/> Utilities / Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

EVALUATION OF ENVIRONMENTAL IMPACTS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

1a Less Than Significant Impact:

The proposed project is located within an area of primarily commercial buildings to the east, west, and south, and single-family residential development to the north. According to the City's General Plan, unique visual features within the City include topographic features, local flora, and historic buildings. There are no scenic resources present at the site. The view into the project site is clear. No City or State designated significant visual resources are located within or adjacent to the project limits. The proposed commercial structures, multi-family apartments would be designed consistent with the area and are subject to a Design Review

Permit. The remainder single-family residences would be designed consistent with R-1 development standards; and thus, would not exceed the heights or general size of surrounding single-family residential development. While the project would change views into the site from surrounding property, it would not significantly obstruct views of the general area. Due to the general lack of scenic resources at the project site, the impact is considered less than significant. No mitigation is required.

1b No Impact:

The proposed project is not located along a state scenic highway and there are no state scenic highways located within the project vicinity. The proposed site is currently vacant and does not contain any protected trees, rock outcroppings, historic buildings or features of significance, or other feature that have been identified as a scenic resource; therefore, no impact is expected. No mitigation is required.

1c Less Than Significant Impact:

Views into the Project Site are clear as the site is currently vacant with no significant trees or rock outcroppings. These views would be replaced by a commercial development along Base Line Road and Church Avenue, with Multi-Family Apartments behind and along Foster Ave, and a Single-Family Residence along Villa Avenue. Surrounding development is similar to what is proposed; thus, the new project would be consistent the existing visual character of neighboring properties. The proposed project would be required to comply with development standards for the MU and R-1 zoning designation. Therefore, the size and scale of the proposed development would be consistent with surrounding properties and the impact would be less than significant. No Mitigation is required.

1d Less Than Significant Impact:

The existing Project Site is currently vacant and is not a source of substantial light or glare. Development of Commercial buildings, Multi-Family Apartments, and a Single-Family Residence would create a new source of nighttime lighting from the use of lighting by residents, vehicle lights, as well as parking lot and building lighting. The development is currently surrounded by similar commercial uses and proposes various forms of screening, as well as downward shielding fixtures to prevent any overspill of light that would potentially impact the residential properties to the north, both existing and future. All lighting would comply with applicable City standards related to the installation and operation of lighting features. Because lighting will comply with applicable City design requirements and will be similar to existing lighting in the project vicinity, the project is not expected to generate lighting to the extent that it would substantially alter nighttime views in the area. Therefore, the project would have a less than significant impact associated with lighting and glare. No mitigation is required.

Mitigation Measures: None Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE 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. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g)), timberland (as defined by Public Resource Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 511104(g)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

2a No Impact:

The California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), compiles Important Farmland maps pursuant to the provisions of Section 65570 of the California Government Code. The Project Site is vacant. Based on the California Important Farmland Finder (<https://maps.conservation.ca.gov/DLRP/CIFF/>), the project site is designated as "Urban and Built-Up Land" (metadata source of "San Bernardino County Important Farmland").

The General Plan land use designation for the project site is Mixed Use (commercial/residential). The zoning for the site is MU Mixed Use and R-1 Residential Single Family. According to the City's General Plan Conservation and Open Space Element, high demand for housing and high-water costs have made agricultural uses less cost effective. Thus, there has been a steady loss in agricultural land throughout the City. The General Plan maintains an area for Agriculture/Equestrian uses in the eastern part of the City. Impacts to Prime Farmland, Unique Farmland, and Farmland of Statewide Importance and general agricultural uses within the City of Highland were identified and mitigated in the City of Highland General Plan EIR. The project will not have new or undisclosed impacts to farmlands. No mitigation is required.

2b No Impact:

The Williamson Act is a procedure authorized under state law to preserve agricultural lands as well as open space. Property owners entering into a Williamson Act contract receive a reduction in property taxes in return for agreeing to protect the land's open space or agricultural values. The contracts typically limit land use to agriculture, recreation, and open space, unless otherwise stipulated. The property is not in the Williamson Act Conservation Contract database (Department of Conservation, Division of Land Resource Protection, Williamson Act Program metadata, 2004). Because the project site is not part of a Williamson Act contract database, no impacts associated with this issue will occur with development of the proposed project. No mitigation is required.

2c No Impact:

There are no parcels within the City that are zoned as forest land or timberland. Therefore, the proposed project would have no impact on forest or timberland. No mitigation is required.

2d No Impact:

There is no forest land or any land that is designated for the purposes of conserving forest land within the City of Highland. Therefore, the proposed project would have no impact on forest or timberland. No mitigation is required.

2e No Impact:

The Project Site is currently vacant land located within an urbanized area. The Development is consistent with the General Plan and Zoning of the Project Site. Because the Project Site is not designated as farmland, nor used as such, the project would not result in the conversion of Farmland to a non-agricultural use and no impact would occur with respect to this issue. The project will not have new or undisclosed impacts to farmlands. No mitigation is required.

Mitigation Measures: Not Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

3a No Impact:

The proposed project is located within the South Coast Air Basin (Basin) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The Basin is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. It includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties.

Under state law, the SCAQMD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. The SCAQMD updates the plan every three years. Each iteration of the SCAQMD's Air Quality Management Plan (AQMP) is an update of the previous plan and has a 20-year horizon. SCAQMD adopted the 2016 AQMP in March 2017. The 2016 AQMP incorporates new scientific data and notable regulatory actions that have occurred since adoption of the 2012 AQMP.

The 2016 AQMP was prepared to ensure continued progress towards clean air and comply with state and federal requirements. This AQMP builds upon the approaches taken in the 2012 AQMP for the South Coast Air Basin for the attainment of State and federal ozone air quality standards. The 2016 AQMP incorporates the 2016 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for applicable source categories. The 2016 AQMP also includes the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The 2016 AQMP is available to download at

<http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>.

The 2016 AQMP assumes that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with the population growth projections identified by SCAG. The AQMP incorporates local General Plan land use assumptions and regional growth projections developed by SCAG to estimate stationary and mobile source emissions associated with projected population and planned land uses. If a new land use is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the emissions generated by the new project have been evaluated, are contained in AQMP. Thus, individual projects would not conflict with or obstruct implementation of the regional AQMP. The existing General Plan designates the project site for Mixed Use and low density residential uses, which is consistent with the proposed project. Implementation of the proposed project would not require the rezoning of the project site. A General Plan Amendment (GPA) is being processed to allow Drive-Thru restaurants located at the corner of Base Line Road and Church Avenue, but the GPA will have no impact on Air Quality implementation. Since the proposed project will be consistent with the General Plan and would follow / implement design features consistent with South Coast Air Quality Management District (SCAQMD) as outlined in the Air Quality Assessment, no cumulative impact associated with this issue would occur. No mitigation is required.

3b Less Than Significant Impact:

On-site grading and construction activities would result in localized increased levels of short-term emissions and particulates. After construction, operation of the project would generate increased vehicle trips in the project area leading to increased long-term emissions. Additionally, the consumption of electricity and natural gas by the proposed on-site uses would also generate long-term air pollutant emissions.

Short-Term. The most recent version of the CalEEMod model (Version 2016.3.2) (Appendix A) was used to calculate the construction emissions for the proposed project. Emissions calculated include VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. As shown in Table 4.1 below, all peak daily construction emissions were determined to be lower than SCAQMD thresholds. Since no exceedances of any criteria pollutants are expected, no significant impacts would occur for project construction. Construction would be required to comply with regional fugitive dust reduction practices (SCAQMD Rule 403) that assist in reducing short-term air pollutant emissions. Among the requirements under this rule, fugitive dust must be controlled so that the presence of such dust does not remain visible beyond the property line of the emission source. This is achieved by requiring actions to prevent, reduce, or mitigate dust emissions. Adherence to Rule 403 is a standard requirement for any construction activity occurring within the Basin. With compliance with Rule 403, short-term emissions are considered less than significant. No mitigation is required.

Table 4.1: Expected Construction Emissions Summary

Year	ROG	NO _x	CO	SO ₂	PM ₁₀ (Dust)	PM ₁₀ (Exhaust)	PM ₁₀ (Total)	PM _{2.5} (Dust)	PM _{2.5} (Exhaust)	PM _{2.5} (Total)
2022 (lb/day)	3.26	33.13	20.38	0.04	8.33	1.61	9.94	4.52	1.48	6.01
2023 (lb/day)	41.61	10.23	15.11	0.02	0.18	0.51	0.68	0.05	0.47	0.51
Significance Threshold (lb/day)	75	100	550	150	-	-	150	-	-	55
Exceeds Screening Threshold	No	No	No	No	-	-	No	-	-	No

Long-Term. Long-term project emissions were also calculated using the CalEEMod model (Version 2016.3.2). See Appendix A of Air Quality Assessment. Sources include vehicular emissions, architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating. Long-term emissions were calculated for VOC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5}. As shown in Table 4.2 below, no calculated project-related criteria pollutants would exceed the corresponding SCAQMD daily emission thresholds for any criteria pollutants. Therefore, project-related long-term air quality impacts would be less than significant. No mitigation is required.

Table 4.3: Expected Daily Pollutant Generation

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer Scenario						
Area Source Emission Estimates (Lb/Day)	2.14	0.05	1.45	0.00	0.01	0.01
Energy Source Emissions (Lb/Day)	0.07	0.59	0.47	0.00	0.05	0.05
Operational Vehicle Emissions (Lb/Day)	6.95	37.57	41.78	0.16	9.34	2.56
Total with Design Features (Lb/Day)	9.15	38.21	43.70	0.17	9.39	2.61
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No
Winter Scenario						
Area Source Emission Estimates (Lb/Day)	2.14	0.05	1.45	0.00	0.01	0.01
Energy Source Emissions (Lb/Day)	0.07	0.59	0.47	0.00	0.05	0.05
Operational Vehicle Emissions (Lb/Day)	5.84	36.87	40.70	0.15	9.34	2.56
Total with Design Features (Lb/Day)	8.04	37.51	42.62	0.15	9.39	2.61
Significant?	No	No	No	No	No	No
Daily pollutant generation assumes trip distances within CALLEEMOD 2016.3.2						

3c Less Than Significant Impact:

The cumulative area for air quality impacts is the South Coast Air Basin. The South Coast Air Basin is in nonattainment for PM₁₀, PM_{2.5}, and ozone. As stated in Checklist Response 3b), the project's short-term air quality impacts would be less than significant. In evaluating the cumulative effects of the project, Section 21100(e) of CEQA states that "previously approved land use documents including, but not limited to, general plans, specific plans, and local coastal plans, may be used in cumulative impact analysis." In addressing cumulative effects for air quality, the AQMP utilizes approved general plans and therefore, is the most appropriate document to use to evaluate cumulative impacts of the project. This is because the AQMP evaluated air quality for the entire South Coast Air Basin using a future development scenario based on population projections and set forth a comprehensive program that would facility compliance with all Federal and State air quality standards. Since the project is in compliance with the AQMP and with adherence to Rule 403, both short-term and long-term air quality impacts are less than significant, the project's cumulative impact to air quality is considered less than significant. No mitigation is required.

3d No Impact:

Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term healthcare facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities. The proposed project is bordered by residential and commercial receptors to the north, west, south, and east. Additionally, there is a school and church located across Base Line Road to the south.

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A shows the equipment assumed for this analysis.

Construction operations would be considered short term events and would not be considered an impact. the proposed Project would not be expected to generate offensive odors and would therefore not impact any sensitive receptors. No impact is expected to sensitive receptors. No mitigation is required.

3e Less Than Significant Impact:

During construction, temporary odors may be generated through the various diesel-powered vehicles and equipment in use on the site as well as the installation of asphalt. However, these odors are not considered long term and likely not noticeable beyond the project boundary. The proposed project is constructing a new commercial and multi-residential development, which is not anticipated to generate long-term objectionable odors. Therefore, impacts related to creation of objectionable odors affecting substantial numbers of people would to be less than significant. No mitigation is required.

Mitigation Measures: Not Required

4. BIOLOGICAL RESOURCES**Would the project:**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

Information presented herein is quoted and/or summarized from the Biological Resource Assessment prepared by Kidd Biological, Inc. (January 31, 2021) and provided for reference in Appendix B.

4a Less than Significant with Mitigation:

The construction of a new shopping center and residential structures will result in the loss of approximately 9 acres of non-native grassland habitat and the loss of a single coast live oak tree. Only one sensitive species has a potential to be impacted by the project: the horned lark. This bird is vulnerable to harm as it forages and nests on the ground in grasslands. This and other bird species are protected under State and Federal laws protecting nesting birds, specifically Section 3500 and 3503 of the CDFW game code and the Migratory Bird Treaty Act. Impacts to the horned lark and other nesting birds can be reduced by conducting clearing

and grubbing of the site outside of the bird nesting season, which is generally considered February 1- September 15, with a peak between March and June.

Because potential habitat is present within the proposed area of potential effect and project construction may occur within the nesting cycle, potentially significant impacts to migratory bird species may occur. Implementation of **BIO-1** will reduce the potential for significant adverse impacts to those below a level of significance. Impacts for this issue are considered less than significant with mitigation incorporated.

4b Less than Significant Impact:

“There are no drainage features, streams, wetlands, vernal pools, waters of the U.S. or Riparian vegetation within the project site; however, there is an unnamed blue line stream that appears to have possibly run through or near the site in the past. Presently, this feature has been moved to an underground culvert that runs south under Church Street and west under Baseline. These features’ locations can be seen in Figure 5. They are classified as R5UBFx by the USFWS. Classification code: R5UBFx. The descriptions are below:

System Riverine (R) : The Riverine System includes all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 ppt or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water.

Subsystem Unknown Perennial (5) : This Subsystem designation was created specifically for use when the distinction between lower perennial, upper perennial, and tidal cannot be made from aerial photography and no data is available.

Class Unconsolidated Bottom (UB) : Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%.

Water Regime Semipermanently Flooded (F) : Surface water persists throughout the growing season in most years. When surface water is absent, the water table is usually at or very near the land surface.

Special Modifier Excavated (x) : This Modifier is used to identify wetland basins or channels that were excavated by humans.

Impacts to these features are not anticipated from this project; however, Best Management Practices (BMPs) are recommended to ensure compliance with local authorities who ensure compliance with the Clean Water Act.” Impacts are considered less than significant for this issue. No mitigation is required.

4c No Impact:

No jurisdictional water features occur within the subject parcel, however there are modified drainage features just off site and additional BMPs or avoidance measures will be imposed by the City.

Therefore, development of the project site, with site specific BMP additions and / or avoidance measures, will not result in impacts to Corps, Regional Board, or CDFW jurisdiction and regulatory approvals will not be required.

4d Less than Significant with Mitigation:

Habitat linkages provide links between larger undeveloped 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 inadequate for others. Wildlife corridors are significant features for dispersal, seasonal migration, breeding, and foraging. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The project site has not been identified as a wildlife corridor or linkage. The proposed development will be confined to existing areas that have been heavily disturbed by existing commercial and residential development activities.

No impacts to wildlife movement corridors or critical habitat are expected. It is not expected that this project will conflict with any local ordinances or policies protecting biological resources and the site does not fall within a Natural Community Conservation Plan or Habitat Conservation Plan.

Only one sensitive species has a potential to be impacted by the project: the horned lark. This bird is vulnerable to harm as it forages and nests on the ground in grasslands. This and other bird species are protected under State and Federal laws protecting nesting birds, specifically Section 3500 and 3503 of the CDFW game code and the Migratory Bird Treaty Act. Impacts to the horned lark and other nesting birds can be reduced by conducting clearing and grubbing of the site outside of the bird nesting season, which is generally considered February 1-September 15, with a peak between March and June.

Because potential habitat is present within the proposed area of potential effect and project construction may occur within the nesting cycle, potentially significant impacts to migratory bird species may occur. Implementation of **BIO-1** will reduce the potential for significant adverse impacts to those below a level of significance. Impacts for this issue are considered less than significant with mitigation incorporated.

4e Less Than Significant Impact:

The Highland Municipal Code defines a "Heritage tree" as any live tree, shrub or plant which meets at least one of the following criteria:

- A. All woody plants in excess of 15 feet in height and having a single trunk circumference of 24 inches or more, as measured four and one-half feet above ground level; or
- B. Multitrunk tree(s) having a total circumference of 30 inches or more, measured four and one-half feet from ground level; or
- C. A stand of trees, the nature of which makes each dependent upon the others for survival; or
- D. Any other tree as may be deemed historically or culturally significant by the community development director or designee because of size, condition, location, or aesthetic qualities.

A single coast live oak (*Quercus agrifolia*) was identified onsite during the field survey. This oak is approximately 15-feet in height, is in poor health, and does not meet the definition of a

Heritage Tree. The removal of this oak would not have any impact under this threshold as the disturbed nature of the site does not warrant a healthy environment for sustainable growth. As such, the impact would be considered less than significant for this issue. No mitigation is required.

4f No Impact:

The proposed project site is not affected by a Multiple Species Habitat Conservation Plan (MSHCP) or Natural Community Conservation Plan (NCCP). This threshold does not apply to the project site. No impact would occur. No mitigation is required.

Mitigation Measures:

BIO-1: Nesting Birds. All native breeding birds, (except game birds) regardless of their listing status, are protected under the Migratory Bird Treaty Act (MBTA). Potential impacts to the breeding birds are considered significant under the California Environmental Quality Act (CEQA). The MBTA and the California Department of Fish and Wildlife (CDFW) Code Regulations 3500 and 3503 which protect nesting birds. In order to comply with these regulations all future clearing, grubbing, tree trimming, and tree removals should be conducted outside the bird nesting season. The typical nesting season is often considered February 15th to August 31st however these dates are not a legal definition. A nest is protected during any time of the year when eggs or young are present. If grading/grubbing/tree trimming must occur during the nesting bird season, a pre-construction nesting bird survey should be conducted by a qualified biologist. If an active nest is encountered outside the breeding season, avoidance of the nest is required.”

5. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

Information presented herein is quoted and/or summarized from the Phase I Cultural Resource Assessment, prepared by Heritage Resources (April 30, 2021) and provided for reference in Appendix C.

5a No Impact:

The property is currently vacant land that has been previously graded and contains no natural topography or vegetation. In compliance with the California Environmental Quality Act (CEQA), Section 21083.2 and 15064.5 of the Guidelines, a Phase I cultural resource assessment was completed by Sue A. Wade who meets Secretary of the Interior Professional Qualification standards for Archaeology and for History. The tasks completed consisted of a 0.25-mile radius record search conducted by the South-Central Coastal Information Center (EIC), a Sacred Lands File search conducted by the Native American Heritage Commission (NAHC) and “project scoping” with tribes recommended by the Commission, a field survey, and preparation of a report documenting the negative survey findings.

The record search revealed that no cultural resources have been recorded on the Project property and only historic structures have been recorded within the 0.25-mile record search area. Historic map and aerial photographs indicated that structures and an orchard existed on the Project property as early as 1938, but they were demolished by 1980 and the property is currently graded vacant land. The field survey encountered no prehistoric or historic archaeological resources.

The Cultural Resource Assessment concluded that there will be no adverse change in the significance of a historical or archaeological resource (per CEQA §15064.5). Due to the negative results, no mitigation measures are recommended or warranted.

Based on this information, this threshold does not apply to the project site and no impact would occur. Should a previously unidentified historical resource be encountered during ground-disturbing activities, implementation of recommendations from the Phase I Cultural Resource Assessment would apply.

5b No Impact:

As a result of the Sacred Lands File search, the NAHC stated that the search was negative. In summary, as of April 30, 2021, three responses to the mailed letters and follow-up emails were received. The Agua Caliente Band of Cahuilla Indians and Quechan Tribe of the Fort Yuma Reservation responded stating that they defer to other tribes in the area. The San Manuel Band of Mission Indians (SMBMI) responded stating that the Project is at least one mile from known sacred land files/known cultural resources.

There will be no adverse change in the significance of a historical or archaeological resource (per CEQA §15064.5). Due to the negative results, no mitigation measures are recommended or warranted. Given the extensive disturbance to the property through the 20th century, no archaeological monitoring is recommended.”

As noted in item 5a, this threshold does not apply to the project site and no impact would occur. Should a previously unidentified archaeological resource be encountered during ground-disturbing activities, implementation of recommendations from the Phase I Cultural Resource Assessment should apply.

5c No Impact:

The Project property is flat vacant land bounded by subdivision residences to the north and northwest, commercial to the southwest and east, and a church complex to the southeast.

The lot has been graded and disked and otherwise disturbed by mechanical equipment. There was very limited visibility due to weed cover although there were occasional open areas where it appears soils test pits had been excavated. There were also occasional large pieces of concrete and building debris on the surface as well as several boulders dumped in the northeast corner. Given the extensive disturbance and occasional opportunities to view the surface, the survey was deemed adequate to conclude that there is no intact evidence of previously existing structures. No prehistoric cultural materials were located. Although the visibility was limited, the extensive disturbance from the early 20th-century structure and orchard development and their subsequent demolition and clearing makes it highly unlikely that any intact prehistoric resources would be present.

The project area is not identified by the City of Highland as containing unique paleontological resources or geologic features. Soils with characteristics favorable for supporting paleontological (Pleistocene deposits) are not known to occur on the site and therefore this threshold does not apply to the project site and no impact would occur. No mitigation is warranted or recommended.

5d No Impact:

The potential for encountering human remains at the project site is low due to the disturbed nature of the proposed project site as well as the proximity to the nearest sacred land as indicated by the notified tribes within the area. No known burial sites have been identified on the site or in the vicinity. Therefore, the threshold does not apply, and no impact would occur. Should human remains be identified during ground-disturbing activities, procedures outlined in the State of California Health and Safety Code (7050.5) and Public Resources Code (5097.98) mandate procedures to be followed as defined in Mitigation Measure **CUL-1**. In such a case, compliance with Mitigation Measure **CUL-1** would reduce potential impacts to less than significant.

Mitigation Measures: Not Required unless human remains are found during ground-disturbing activities.

CUL-5. Should any human remains be encountered during project implementation, ground disturbing activities shall be suspended 100 feet around the resource(s) and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Lead Agency and the landowner shall immediately contact the San Bernardino County Coroner and the SMBMI Cultural Resources Department. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner shall ensure that notification is provided to the NAHC within twenty-four (24) hours of the determination, as required by California Health and Safety Code § 7050.5 (c). The NAHC-identified Most Likely Descendant (MLD), shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and funerary objects shall be treated and disposed of with appropriate dignity. The MLD shall complete its inspection and make recommendations within forty-eight (48) hours of receiving notification from the landowner or the NAHC, as required by California Public Resources Code § 5097.98. The MLD, Lead Agency, and landowner agree to discuss in good faith what constitutes "appropriate dignity", as that term is used in the applicable statutes, and the MLD shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains and funerary objects.

Reburial of human remains and/or funerary objects shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). All parties are aware that the MLD may wish to rebury the human remains and associated funerary objects, as well as ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The landowner should accommodate on-site reburial in a location mutually agreed upon by the Parties.

The term "human remains" encompasses more than human bones because some local Tribes' traditions periodically necessitated the ceremonial burning of human remains and funerary objects. Funerary objects are those artifacts associated with any human remains or funerary rites. These items, and other funerary remnants and their ashes, are to be treated in the same manner as human bone fragments or bones that remain intact.

It is understood by all Parties that unless otherwise required by law, the site of any reburial of Native American human remains or cultural artifacts shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, affected parties, and Lead Agencies will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code § 6254 (r).

6. GEOLOGY AND SOILS -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (2001), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒

Explanation:

Information presented herein is quoted and/or summarized from the Geotechnical Investigation, prepared by Southern California Geotechnical (January 15, 2021) and provided for reference in Appendix D.

6a) i No Impact:

Research of available maps indicates that the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Furthermore, SCG did not identify any evidence of faulting during the geotechnical investigation. Therefore, the possibility of significant fault rupture on the site is considered to be low. No impact would be expected in regards to this issue. No mitigation is required.

6a) ii Less Than Significant Impact:

The subject site is located in an area which is subject to strong ground motions due to earthquakes. The performance of a site-specific seismic hazards analysis was beyond the scope of this investigation. However, numerous faults capable of producing significant ground motions are located near the subject site. Due to economic considerations, it is not generally considered reasonable to design a structure that is not susceptible to earthquake damage. Therefore, significant damage to structures may be unavoidable during large earthquakes. The proposed structures should, however, be designed to resist structural collapse and thereby provide reasonable protection from serious injury, catastrophic property damage and loss of life.

The 2019 California Building Code (CBC) provides procedures for earthquake resistant structural design that include considerations for on-site soil conditions, occupancy, and the configuration of the structure including the structural system and height. The seismic design parameters presented within the Geotechnical Investigation are based on the soil profile and the proximity of known faults with respect to the subject site.

Based on standards in place at the time of this report, the proposed development is expected to be designed in accordance with the requirements of the 2019 edition of the California Building Code (CBC), which was adopted on January 1, 2020.

Adherence to these existing Uniform Building Code and the California Building Code standards would ensure potential ground shaking impacts are reduced to a less than significant level. No mitigation is required.

6a) iii No 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 plasticity characteristics, relative density of the soil, initial confining pressure, and intensity and duration of ground shaking. The depth within which the occurrence of liquefaction may impact surface improvements is generally identified as the upper 50 feet below the existing ground surface.

The California Geological Survey (CGS) has not yet conducted seismic hazard mapping in the area of the subject site. The San Bernardino County Land Use Plan, Geologic Hazard Overlays, Redlands Quadrangle, FH31C, indicates that the subject site is not located within a zone of liquefaction susceptibility. In addition, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction. These conditions generally consist of medium dense to very dense, well graded, granular soils, and no evidence of a long-term groundwater table within the depths explored by the borings. Based on these considerations, liquefaction is not considered to be a design concern for this project.

Based on this investigation, the project would not be subject to potential soil liquefaction hazard. No impact is expected in regards to this issue. No mitigation is necessary.

6a) iv No Impact:

The proposed project is within an area developed with urban uses and is not located adjacent to or near any geographical feature identified by the City that would be susceptible to landslides. Because the proposed project is not located within proximity to any geographical feature that would be susceptible to producing landslides, the occurrence of a landslide on or near project site is low. Therefore, no impact is expected in regards to this issue as a result of the development. No mitigation is required.

6b Less Than Significant Impact:

Soils are classified by the United States Natural Resource Conservation Service into four hydrologic soils groups based on the soil's runoff potential. "Hydrologic soil group" is a term that represents a group of soils having similar runoff potential under similar storm and cover conditions. Soil properties that influence runoff potential are those that influence the minimum rate of infiltration for bare soil after prolonged wetting. Per the soils report, surface soils are comprised of alluvial soils at the ground surface at all of the boring locations, extending to at least the maximum depth explored of 19± feet below ground surface. The near surface alluvial soils, within the upper 7 to 9½± feet, generally consist of silty fine sands, well-graded sands, and silty well-graded sands with varying gravel and cobble content. These soils are considered to have moderate infiltration and runoff erosion potential.

Although the project site soils have a low runoff or erosion potential, the proposed project would require the excavation and movement of on-site soils, which could result in runoff or erosion issues. However, construction projects resulting in the disturbance of 1.0 acre, or more are required to obtain a National Pollutant Discharge Elimination System (NPDES) permit issued by the Regional Water Quality Control Board (RWQCB).

The project's developer would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) that identifies Best Management Practices (BMPs) to limit the soil erosion during project construction. Adherence during construction to provisions of the NPDES permit and applicable BMPs contained in the SWPPP would ensure that potential impacts related to this issue are less than significant. No mitigation is required.

6c Less Than Significant Impact:

Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal motion. Subsidence is caused by a variety of activities, which include (but are not limited to) withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydro-compaction. The project does not require use of groundwater. Based on the soil composition, minor ground subsidence is expected to occur in the soils due to the removal of on-site soils and replacement with compacted fill. The actual amount of subsidence is expected to be low with implementation of recommendations contained in the soils report.

The San Bernardino County Land Use Plan, Geologic Hazard Overlays, Redlands Quadrangle, FH31C, indicates that the subject site is not located within a zone of liquefaction susceptibility. In addition, the subsurface conditions at the boring locations are not considered to be conducive to liquefaction. These conditions generally consist of medium dense to very dense, well graded, granular soils, and no evidence of a long-term groundwater table within the depths explored by the borings. Based on these considerations, liquefaction is not considered to be a design concern for this project.

The potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low.

The recommended remedial grading will remove the near-surface alluvial soils from the proposed building areas. The excavated soils will be replaced as compacted structural fill. The native soils that will remain in place below the recommended depth of over-excavation will not be subject to significant load increases from the foundations of the new structures and possess higher strengths and more favorable consolidation characteristics. Provided that the recommended remedial grading is completed, the post-construction static settlements of the proposed structure are expected to be within tolerable limits."

Adherence to City and engineering requirements and standards would reduce potential impacts associated with this issue to a less than significant level. No mitigation is required.

6d Less Than Significant Impact:

Expansive soils generally have a significant amount of clay particles which can expel water (shrink) or absorb water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and kind of clay in the soil. The occurrence of these soils is often associated with geologic units having marginal stability. The distribution of expansive soils can be widely dispersed and they can occur in hillside areas as well as low-lying alluvial basins.

According Geotechnical/Soils Report the near-surface soils generally consist of sands and silty sands with gravel. Based on their composition and lack of any appreciable plasticity, these soils are considered to be non-expansive. Therefore, no design considerations related to expansive soils are considered warranted for this site. All imported fill soils should also possess very low expansive characteristics."

Development of the proposed project site will be required to adhere to City design and engineering standards and impacts associated with this issue are considered less than

significant. No mitigation is required.

6e No Impact:

The proposed commercial and residential project are utilizing the connection to the existing sewer system. Therefore, the project will not include septic tanks or alternative wastewater disposal systems. No impact is expected in regards to this issue. No mitigation is required.

Mitigation Measures: Not Required.

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

Explanation:

Information presented herein is quoted and/or summarized in the Greenhouse Gas Assessment, prepared by LDN Consulting, Inc. (May 13, 2021) and provided for reference in Appendix E.

7a-b Less Than Significant Impact:

The City of Highland does not have specific City defined GHG thresholds of significance however, the City does suggest that GHG thresholds recommended by SCAQMD should be followed. The SCAQMD threshold, which was adopted in December 2008, considers emissions of over 10,000 metric tons CO₂E /year to be significant. However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Note that lead agencies retain the responsibility to determine significance on a case-by-case basis for each specific project.

Although not formally adopted, the SCAQMD has developed a draft quantitative threshold for all land use types of, following Tier 3 screening standards. Under this methodology, Tier 3 screening values are established at 3,000 MT/year CO₂E for residential/commercial mixed uses (South Coast Air Quality Management District, 2013).

The proposed project will emit GHGs directly through burning of carbon-based fuels such as gasoline and natural gas as well as indirectly through usage of electricity, water and from the anaerobic bacterial breakdown of organic solid waste. On-site grading and construction activities would generate greenhouse gas (GHG) emissions. After construction, operation of the project would generate increased vehicle trips in the project area, leading to generation of GHG emissions. Additionally, the consumption of electricity and natural gas by the proposed on-site

uses would generate GHG emissions. However, as shown in Table 5.1, short-term (construction) GHG emissions were determined to be less than the threshold and as shown in Table 5.2, long-term (operational) GHG emissions were also determined to be less than the threshold.

Table 5.1: Expected Annual Construction CO₂e Emissions Summary MT/Year

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
2022	0.00	481.86	481.86	0.09	0.00	484.00
2023	0.00	25.20	25.20	0.01	0.00	25.36
Total						509.37
Yearly Average Construction Emissions (Metric Tons/year over 30 years)						16.98
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 4.1 above.						

Table 5.2: Expected Operational Emissions Summary MT/Year

Year	Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Area	0.00	0.78	0.78	0.00	0.00	0.79
Energy	0.00	303.82	303.82	0.01	0.00	305.24
Mobile	0.00	2589.74	2589.74	0.19	0.00	2594.49
Waste	27.71	0.00	27.71	1.64	0.00	68.64
Water	2.04	23.66	25.70	0.21	0.01	32.52
Amortized Construction Emissions (Table 5.1 above)						16.98
51 KW Solar						-27.71
8 EV Charging Stations						-149.69
Total Operations						2,841.26
Expected Construction emissions are based upon CalEEMod modeling assumptions for equipment and durations listed in Table 1 above. Data is presented in decimal format and may have rounding errors.						

The proposed project would implement Project Design Features (PDFs) specifically chosen to reduce both greenhouse gas and air quality emissions. These PDFs would promote sustainability through site design that would conserve energy, water, open space, and other natural resources, and would become specific Conditions of Approval (COA) by the City of Highland:

1. In accordance with SCAQMDs Rule 403. All soil will be wetted twice daily during earthwork activities.
2. The project would install low flow water fixtures in all residential units and retail areas.
3. All lighting within the project will be designed using LED technology for both indoor and outdoor areas.
4. The project would provide separate waste containers to allow for simpler material separations, or the project would pay for a waste collection service that recycles the materials in accordance with AB 341 to achieve a 75% waste diversion for both retail and residential uses. 100% of all green waste will be diverted from landfills and recycled as

- mulch and used onsite.
5. The project would not install hearth (fireplace) options within multi-family residential units.
 6. The project would install Natural Gas hearth units within the single-family residential units.
 7. The project shall install water efficient/drought tolerant and/or native landscape, use smart evapotranspiration controllers and would limit conventional turf.
 8. The project would meet all solar development requirements for solar and would offset residential electrical energy usage. The project would install 51 kilowatts (kW) of solar or roughly 162 (315 Watt) solar panels.
 9. The project would install eight (8) Electric Vehicle (EV) Charging Stations within the retail areas of the project.

Based on the analysis, the proposed project buildout with included PDFs 1-9 would generate fewer emissions than the requisite 3,000 MT CO₂e per year screening threshold and would have a less than significant GHG impact under CEQA. In addition, because the project generates fewer emissions than the applicable screening threshold, the project would not conflict with any local or state plans, policies, or regulations and would be consistent with SCAQMD's requirements. Impacts are considered less than significant for this issue. No mitigation required.

Mitigation Measures: Not Required

8. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

8a Less Than Significant Impact:

The proposed project would result in the construction of a Mixed-Use development consisting of five commercial tenant buildings, three multi-family residential buildings, and a single-family residence, along with associated driveways, parking lots, trash enclosures, and landscape areas. Potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction of the proposed project. One of the Commercial Stores proposed will be a Tractor Supply Company store, which typically involves the sale of bulk propane. In addition, the only hazardous waste expected after construction of the buildings maybe small amounts of domestic chemicals such as lawn products or household cleaning products for landscape and building maintenance. The transport, use, storage, and sale of hazardous materials during the construction and operation of the site would be conducted in accordance with all applicable State and Federal laws.

Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level. No mitigation is required.

8b Less Than Significant Impact:

The project applicant completed a Phase I Environmental Site Assessment on October 5, 2020, and concluded that “there are no areas of concern regarding the current or former operations on-site” and that “there are no recommended areas of action currently”. Furthermore, “this assessment has revealed no evidence of Recognized Environmental Conditions (REC) or Historical Recognized Environmental Conditions (HREC) in connection with the property”. Although potentially hazardous materials such as fuel, paint products, lubricants, solvents, and cleaning products may be used and/or stored on site during the construction of the proposed project, and potentially hazardous materials such as propane, cleaning solutions and lawn products will be either for sale or used for maintenance throughout the life of the project, the transport, use, storage, and sale of hazardous materials during the construction and operation of the site would be conducted in accordance with all applicable State and Federal laws. Compliance with all applicable laws and regulations would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level. No mitigation is required.

8c Less Than Significant Impact:

St Adelaide School is the nearest school to the Project Site, located to the south at the southwest corner of Base Line Road and Church Avenue. While the proposed mixed-use project will inevitably produce mild fumes and residual materials (i.e. cleaning agents, solvents, propane, etc.) due to daily living and services rendered, the transport, use, storage, and sale of hazardous materials during the construction and operation of the site would be conducted in accordance with all applicable State and Federal laws. Compliance with all applicable laws and regulations would ensure the proposed project will not emit a significant hazardous affect or influence the schools within proximity, reducing the potential impacts to less than significant. No mitigation is required.

8d No Impact:

An "EPA ID Number" identifies a facility to the State and Federal governments as a hazardous waste generator. The project site has never had any uses requiring an EPA RCRA generator number for the subject property and none for this report according to the Phase I Environmental Site Assessment. A hazardous waste manifest file is maintained when hazardous materials are transported and disposed of from a site and there are no regulated materials currently being generated or disposed of from the Project Site. In addition, no hazardous sites are located in the immediate vicinity of the project site. Therefore, no impact would be expected in regards to this issue. No mitigation is required.

8e Less Than Significant Impact:

The closest airport to the project site is San Bernardino International Airport (SBIA) located to the southwest. The SBIA is located in the City of San Bernardino, adjacent to the southwestern boundary of the City of Highland and approximately 1.5 miles southwest of the project site. The project site is within the Airport Overlay Zone "E – Airport Influence Zone – Negligible Risk Level" for SBIA. Safety Zone E has no density limit in people per acre and no maximum lot coverage (100) as set forth in Table 16.40.410.A of the Highland Municipal Code. Additionally, the proposed commercial, multi-family, and single-family uses are denoted as "SR" within Table 16.40.410.A. Where the symbol "SR" appears in the column beneath an airport safety zone, the use is compatible. Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply). Therefore, the project would not result in a safety hazard for people residing or working in the project area and the impact would be considered less than significant. No mitigation is required.

8f No Impact:

The project is not located within the vicinity of a private airstrip or heliport. Resultantly, no impacts associated with this issue would occur. No mitigation is required.

8g Less Than Significant Impact:

The proposed project would be designed, constructed, and maintained in accordance with applicable standards associated with vehicular access, resulting in adequate emergency access and evacuation. As the offsite construction is restricted to restriping and driveway entrances and not considered significant, any road closures would have adequate monitoring

and directional guides to help facilitate the flow of traffic. Adherence to these measures would reduce potential impacts related to this issue to a level of less than significant. No mitigation is required.

8h No Impact:

Due to the lack of vegetation and extensive development in close proximity of the project site, the area surrounding the proposed project does not support wildfire habitat. Implementation of the most recent California Building Code standards further defend the proposed development from fire and minimize the likelihood of susceptibility. Additionally, the Project Site is located in a Non-VHFHSZ (Non-Very High Fire Hazard Severity Zone) and is not located within a Wildland Urban Interface (WUI) Intermix, Interface, or Influence Zone according to CalFire maps (<https://osfm.fire.ca.gov/media/5946/highland.pdf> and https://frap.fire.ca.gov/media/10300/wui_19_ada.pdf). Thus, proposed project would result in no impact in respect to this issue. No mitigation is required.

Mitigation Measures: Not Required

9. HYDROLOGY AND WATER QUALITY -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

9a – f Less than Significant Impact:

Construction projects resulting in the disturbance of 1.0 acre or more require a National Pollutant Discharge Elimination System (NPDES) permit. The project proponent is required to file a Notice of Intent (NOI) to comply with the NPDES Construction Activity General Permit. A component of the NPDES permit is the preparation of a Storm Water Pollution Prevention Plan (SWPPP). The purpose of an SWPPP is to identify and implement Best Management Practices (BMPs) to reduce impacts to surface water from contaminated stormwater discharges.

Compliance with the project specific SWPPP would reduce construction impacts related to this issue to less than significant.

Once the proposed project is completed, operation or ongoing activities of the project may contribute to long-term water quality impacts. To prevent such impacts, the project must implement a Water Quality Management Plan (WQMP). New development is required to meet or exceed pre-project conditions for storm water discharge, and the proposed project would be required to retain any additional runoff on site and discharge it to the storm drain system at rates that do not exceed pre-project conditions. An approved Preliminary WQMP, prepared by SiteTech, Inc. (February 11, 2021) is provided as Appendix F.

The WQMP identifies BMPs (including design criteria for treatment control) that should be implemented to minimize adverse water quality impacts during construction and post-construction. The project specific WQMP addresses management of urban runoff with respect to the quantity and quality of water leaving the project site. The primary objective of the WQMP, by addressing site design, source control, and treatment control BMPs applied on a project-specific and/or sub-regional or regional basis, is to ensure that the land use approval and permitting process of each City would minimize the cumulative regional impact of urban runoff. The WQMP would be required to be incorporated by reference or attached to the project's SWPPP as the Post-Construction Management Plan.

Because adherence to the requirements of the NPDES permit, the SWPPP, and WQMP would be required by the City prior to, during, and after construction, the project's potential water quality impacts would be reduced to less than significant. No mitigation is required.

9g – j No Impact:

The proposed project is not within 100-year flood hazard areas as identified in Federal Emergency Management Agency Flood Insurance Rate Map 06071C8707J (September 2, 2016). Therefore, the project would not place housing within a 100-year flood hazard area. No impact related to this issue is anticipated to occur and no mitigation is required.

The proposed project is not within the inundation area associated with the Seven Oaks Dam located roughly 5.7 miles away and therefore would not expose people or structures to any risks associated with a dam failure. No impact is anticipated in relation to this, and no mitigation is required.

The proposed project site is not located adjacent to any enclosed bodies of water, no seiche-related flooding is anticipated to occur on site; resultantly the probability for a mudslide is very unlikely. The Geotechnical Investigation concluded that the potential for other geologic hazards such as seismically induced settlement, lateral spreading, tsunamis, inundation, seiches, flooding, and subsidence affecting the site is considered low. Additionally, the distance from any mapped landslide areas, as well as the flat nature of the parcel, makes the likelihood of a landslide or mudflow affecting the property very low. No impact is anticipated as a result of the project in regards to this issue and no mitigation is required.

Mitigation Measures: Not Required

10. LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

10a Less Than Significant Impact:

The project site is surrounded by residential to the north and commercial to the east, west, and south. Construction of a residential and commercial project is consistent with the existing uses and would not divide an established community, but rather enhance the fluidity of the community by connecting various uses and creating the missing piece between existing and planned development. Any impacts in relation to the existing community for this issue would be

considered less than significant. No mitigation is required.

10b Less Than Significant Impact:

Implementation of a portion of the commercial aspect of the project will require an amendment to the General Plan to allow any Drive-Thru Restaurants located at the proposed site. The General Plan limitation of Drive-Thru Restaurants is not for the purpose of mitigating an environmental effect, and therefore the GPA is not considered in conflict in regards to this issue. The project applicant proposes to process a General Plan Amendment to allow drive-thru (Quick Serve Restaurants [QSRs]) within Parcel -05. Aside from this amendment, the remaining proposed uses are consistent with the General Plan designations. Because the project is not consistent with the General Plan, in terms of the allowability of QSRs, but the GPA is not considered in conflict, the impact is deemed less than significant. No mitigation is required beyond the applicable processing, entitlement, and possible conditions associated with the General Plan Amendment.

10c No Impact:

There is no adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan applicable to the project site. The project site is not subject to any adopted habitat conservation plan or natural community conservation plan and therefore no impact would result from the project. No mitigation is required.

Mitigation Measures: None required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

11a Less Than Significant Impact

Mineral resources present in the City of Highland include iron, decorative rocks, clay, limestone, sand, and gravel construction aggregate. Based on the City of Highland General Plan, the project site is identified as being within Mineral Resource Zone 3 (MRZ-3). Per the Phase I Cultural Resource Assessment, "...extensive disturbance from the early 20th century structure and orchard development and their subsequent demolition and clearing makes it highly unlikely that any intact prehistoric resources would be present." Impacts related to this issue would be less than significant impact for the proposed project. No mitigation is required.

11b No Impact

The proposed project site is not classified as an area of locally important mineral resource recovery. No impact related to this issue will occur and no mitigation is required.

Mitigation Measures: Not Required

12. NOISE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

Information presented herein is quoted and/or summarized from the Noise Study, prepared by LDN Consulting, Inc. (May 13, 2021) and provided for reference in Appendix G.

12a-d No Impact:

Noise is defined as unwanted or annoying sound which interferes with or disrupts normal activities. Exposure to high noise levels has been demonstrated to cause hearing loss. The individual human response to environmental noise is based on the sensitivity of that individual, the type of noise that occurs and when the noise occurs.

Sound is measured on a logarithmic scale consisting of sound pressure levels known as a decibel (dB). The sounds heard by humans typically do not consist of a single frequency but of a broadband of frequencies having different sound pressure levels. The method for evaluating all the frequencies of the sound is to apply an A-weighting to reflect how the human ear responds to the different sound levels at different frequencies. The A-weighted sound level adequately describes the instantaneous noise whereas the equivalent sound level depicted as Leq represents a steady sound level containing the same total acoustical energy as the actual fluctuating sound level over a given time interval.

The Community Noise Equivalent Level (CNEL) is the 24-hour A-weighted average for sound, with corrections for evening and nighttime hours. The corrections require an addition of 5 decibels to sound levels in the evening hours between 7 p.m. and 10 p.m. and an addition of 10 decibels to sound levels at nighttime hours between 10 p.m. and 7 a.m. These additions are made to account for the increased sensitivity during the evening and nighttime hours when sound appears louder.

A vehicle's noise level is from a combination of the noise produced by the engine, exhaust and tires. The cumulative traffic noise levels along a roadway segment are based on three primary factors: the amount of traffic, the travel speed of the traffic, and the vehicle mix ratio or number of medium and heavy trucks. The intensity of traffic noise is increased by higher traffic volumes, greater speeds and increased number of trucks.

Because mobile/traffic noise levels are calculated on a logarithmic scale, a doubling of the traffic noise or acoustical energy results in a noise level increase of 3 dBA. Therefore, the doubling of the traffic volume, without changing the vehicle speeds or mix ratio, results in a noise increase of 3 dBA. Mobile noise levels radiate in an almost oblique fashion from the source and drop off at a rate of 3 dBA for each doubling of distance under hard site conditions and at a rate of 4.5 dBA for soft site conditions. Hard site conditions consist of concrete, asphalt and hard pack dirt while soft site conditions exist in areas having slight grade changes, landscaped areas and vegetation. On the other hand, fixed/point sources radiate outward uniformly as it travels away from the source. Their sound levels attenuate or drop off at a rate of 6 dBA for each doubling of distance.

The most effective noise reduction methods consist of controlling the noise at the source, blocking the noise transmission with barriers or relocating the receiver. Any or all of these methods may be required to reduce noise levels to an acceptable level.

The Noise Element of the City of Highland General Plan provides exterior noise standards for the indicated land uses as laid out in Table 3-1 below. Although the metric indicated for exterior noise standards is a CNEL, because by definition CNELs are a 24-hour average and the land use table assigns varying CNEL thresholds based on time of day it is likely that an hourly Leq might be more appropriate. Nevertheless, these standards are presented below with the caveat that construction activities are exempt as Section 8.50.060 (L) of the City of Highland Municipal Code exempts construction noise generated in the performance of work consistent with City permits or approvals.

Table 3-1: Sound Level Limits in Decibels (dBA)

<i>Type of Land Use</i>	<i>Time Interval</i>	<i>CNEL (dBA)</i>
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: Chapter 8.50, Noise Control, City of Highland Municipal Code.		

Although the City of Highland guidelines allow residential exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. The City of Highland General Plan Goal 7.1 recommends an exterior threshold of 65 dBA CNEL as the compatibility guideline for new residential dwellings in Highland and is used as the guideline for this analysis. However, exterior noise attenuation features could include, but are not limited to, setbacks to place structures outside the 65 dB CNEL noise contour, orienting structures so no windows open to the noise source, and /or installing noise barriers such as berms or solid walls.

Exterior standards apply to normally used recreational exterior space (patio, porch, pool/spa, etc.). They are also a guide to likely interior noise exposure based on the structural attenuation normally achievable with various types of construction.

The City of Highland interior noise standard uses a weighted noise exposure of 45 dBA CNEL as the guideline level for single and multi-family dwelling units. Conventional construction with closed windows and a fresh air supply will normally suffice. Normal noise attenuation within residential structures with closed windows is about 25-30 dB. Therefore, an exterior noise level of up to 70-75 dB CNEL could allow for the interior threshold to be met with no special noise attenuation features.

The City of Highland is pre-empted from regulating on-road traffic noise. However, when traffic noise exceeds the planning standard for an affected land use, CNEL-based standards are the accepted significance threshold for any CEQA environmental analysis.

In accordance with CEQA, a project should not have a noticeable adverse impact on the surrounding environment. Noise level changes greater than 3 dBA, or a doubling of the acoustic energy, are often identified as audible and considered potentially significant, while changes less than 1 dBA are not discernible. In the range of 1 to 3 dBA, humans who are very sensitive to noise may perceive a slight change. For the purposes for this analysis, a direct and cumulative roadway noise impact would be considered significant if the project increases noise levels at a noise sensitive land use 3 dBA CNEL and if the noise level increases above an unacceptable noise level per the City's General Plan.

Existing Noise Environment: Monitoring location 1 (M1) was located roughly 140-feet from the centerline of Base Line Street. The results of the noise level measurements are presented in Table 4-1. The noise measurements were monitored for a time period of 15 minutes. The existing noise levels in the project area consisted primarily of traffic along Base Line Street.

Table 4-1: Measured Ambient Noise Levels

Measurement Identification	Description	Time	Noise Levels (dBA)					
			Leq	Lmax	Lmin	L10	L50	L90
M1	Base Line Street	11:00-11:15 a.m.	55.8	69.7	43.9	58.6	54.1	47.7
Source: Ldn Consulting, Inc. April 15, 2021								

Future On-Site Operational Noise Levels: Sound from a small, localized source (a “point” source) radiates uniformly outward as it travels away from the source. The sound level attenuates or drops-off at a rate of 6 dBA for each doubling of distance. A drop-off rate of 6 dBA per doubling of distance was used for this piece of equipment.

The Project must meet the most restrictive daytime and evening standards of 60.0 dBA and 55.0 dBA at the residential property lines as shown in Table 3-2 above. Each anticipated noise source is provided in more detail in Tables 5-2, 5-3, and 5-4 below to determine if direct noise impacts will occur. A cumulative noise level analysis with associated distances, noise reductions and calculations of the proposed sources is provided in Table 5-5 below showing the individual noise sources and their associated property line noise levels.

Table 5-2: Operational Noise Levels (Tractor Supply)

Source	Reference Noise Level (dBA)	Reference Distance (Feet)	Minimum Distance to Property Line (Feet)	Duty Cycle (Seconds/Hour)	Resultant Noise Level at Property Line (dBA Leq)
Delivery Trucks	87	4	150	150	42
Propane forklift	77	5	150	600	40
Vertical Baler	90	5	70	300	56
CUMULATIVE NOISE LEVEL @ PROPERTY LINE (dBA)					57
Property Line Standard					60
Complies with Noise Ordinance					Yes

For Table 5-2 the combined noise levels at the adjacent property lines based upon distance separation and limited duty-cycles were projected to be below the City's Noise Ordinance standards with no barriers or shielding of the equipment. Therefore, no impacts are anticipated, and no mitigation is required for the continued operations.

Table 5-3: Delivery Truck Noise Levels (Grocery Store)

Distance to Observer (Feet)	Reference Noise Level (dBA)	Noise Source Reference Distance (Feet)	Noise Reduction Due to Distance (dBA)	Noise Level at Property Line (dBA)	Quantity per hour	Property Line Cumulative Noise Level (dBA)
65	60.5	25	-8.3	52.2	1	52.2*
*Complies with the nighttime Noise Standard of 55 dBA.						

For Table 5-3, there is one loading dock proposed at the grocery facility approximately 65 feet from the closest residential property line to the north. A truck will take approximately 5 minutes to drive in the site and position itself into a bay, 30-45 minutes to be unloaded or loaded, and another 5 minutes to exit the bay secure doors, complete necessary paperwork and drive out of the site. This equates to 40-55 minutes it would take for one truck to complete a delivery or pickup, therefore only one truck at the most could deliver to this facility in one hour. During the loading/unloading of the truck the engine can only idle for five (5) minutes in compliance with State air quality requirements. To be conservative, it was assumed the truck engine could be operating for 15 minutes of the total time required during the delivery process (5 minutes at arrival, 5 minutes of idle and 5 minutes at departure).

Noise levels drop 3 decibels each time the duration of the source is reduced in half. Therefore, hourly truck noise level over a 15-minute period would be reduced 6 decibels to 60.5 dBA at a distance of 25-feet based on the limited time of operation. The nearest loading dock at the grocery facility is roughly 65 feet from the nearest residential

Fast Food Restaurant: In order to examine the potential stationary noise source impacts associated with the operation of the proposed fast-food restaurants, reference noise levels were used for the menu board and speaker post (Source: HME Electronics, Inc., HME SPP2 Speaker Post). The reference noise level of the speaker board is 54 dBA CNEL at 32 feet. The future drive-thru speakers are located approximately 350 from the nearest residential property line to the north resulting in an anticipated noise level of approximately 36 dBA. Therefore, the proposed operations of the fast-food restaurants and drive-thru would not exceed the City's daytime threshold of 60 dBA and the most restrictive nighttime threshold of 55 dBA. Therefore, no additional noise reductions would be required.

Table 5-4: Project HVAC Noise Levels (Nearest Residential Property Line)

Building	Distance to Observer Location (Feet)	Hourly Reference Noise Level (dBA)	Noise Source Reference Distance (Feet)	Noise Reduction Due to Distance (dBA)	Noise Level at Property Line (dBA)	Quantity	Property Line Cumulative Noise Level (dBA)*
Tractor Supply 10-ton	140	76.0	3.0	-33.4	42.6	2	45.6
Tractor Supply 3-ton	35	67.0	6.0	-21.3	45.7	1	48.7
Tractor Supply 3-ton	160	67.0	6.0	-34.5	32.5	1	32.5
Grocery 10-ton	70	76.0	3.0	-27.4	48.6	1	48.6
Grocery 3-ton	70	67.0	6.0	-21.3	45.7	1	45.7
Drive-Thru 3-ton	370	67.0	6.0	-35.8	31.2	4	37.2
Drive-Thru 3-ton	370	67.0	6.0	-35.8	31.2	4	37.2
Combined Cumulative Noise Level at Property Line:							52.9
*Complies with the nighttime Noise Standard of 55 dBA.							

For Table 5-4, To predict the worst-case future noise environment, a continuous reference noise level of 67 dBA at 6-feet was used to represent the mechanical ventilation system for the smaller units and a reference noise level of 76.0 dBA at 3-feet (or 70 dBA at 6-feet) for the larger units. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition. In addition, these units are designed to provide cooling during the peak summer daytime periods, and it is unlikely that all the units will be operating continuously.

The noise levels associated with the roof-top mechanical ventilation systems will be limited with the proposed parapet walls on each building that will vary in height but will be roughly 1-foot higher than the HVAC units to shield them both visually and acoustically. Hence, the parapet wall will block the line-of-sight from the adjacent residential units. No additional reductions were taken for the parapet walls. The noise level reductions due to distance for the nearest residential uses located to the north is provided in Table 5-4 below for each building. The number of HVAC units that are proposed for each building is also provided in Table 5-4 along with the cumulative noise levels.

Cumulative Project Noise Levels: Table 5-5 below presents the cumulative noise levels at the nearest residential property line from the proposed commercial development during the daytime hours.

Table 5-5: Cumulative Daytime Noise Levels (Nearest Residential Property Line)

Source	Distance to Observer Location (Feet)	Hourly Reference Noise Level (dBA)	Noise Source Reference Distance (Feet)	Noise Reduction Due to Distance (dBA)	Reduction Due to Duty Cycle (dBA)	Noise Level at Property Line (dBA)	Quantity	Property Line Cumulative Noise Level (dBA)*
Tractor Supply Deliveries	150	87.0	4	-31.5	-13.8	41.7	1	41.7
Propane Forklift	150	77.0	5	-29.5	-7.8	39.7	1	39.7
Vertical Baler	70	90.0	5	-22.9	-10.8	56.3	1	56.3
Grocery Delivery	65	60.5	25	-8.3	0.0	52.2	1	52.2
Speaker Board	350	54.0	32	-20.8	0.0	33.2	2	36.2
Tractor Supply 10-ton	140	76.0	3	-33.4	0.0	42.6	2	45.6
Tractor Supply 3-ton	35	67.0	3	-21.3	0.0	45.7	1	45.7
Tractor Supply 3-ton	160	67.0	3	-34.5	0.0	32.5	1	32.5
Grocery 10-ton	70	76.0	3	-27.4	0.0	48.6	1	48.6
Grocery 3-ton	70	67.0	6	-21.3	0.0	45.7	1	45.7
Drive-Thru 3-ton	370	67.0	6	-35.8	0.0	31.2	4	37.2
Drive-Thru 3-ton	370	67.0	6	-35.8	0.0	31.2	4	37.2
Combined Cumulative Noise Level at Property Line:								59.1

The resultant cumulative noise level at the nearest property lines is projected to be at or below 59.1 dBA Leq. Therefore, cumulatively the proposed commercial development related operational noise levels comply with the daytime noise standards at the nearest residences. No Impacts are anticipated, and no mitigation is required.

Based upon the property line noise levels determined for the Project none of the proposed noise sources exceeds the property line standards. Therefore, the proposed development related operational noise levels comply with the City's daytime and evening noise standards. No impacts are anticipated, and no mitigation is required.

Offsite Project Related Transportation Noise Levels: To determine if direct or cumulative off-site noise level increases associated with the development of the proposed project would create noise impacts, the traffic volumes for the existing conditions were compared with the traffic volume increase of existing plus the proposed project. The project is estimated to generate 3,363 daily trips with a peak hour volume of 298 trips. The existing average daily traffic (ADT) volumes on Base Line Street is more than several thousand ADT. Typically, it requires a project to double (or add 100%) the traffic volumes to have a direct impact of 3 dBA CNEL or be a major contributor to the cumulative traffic volumes, therefore, no direct or cumulative impacts are anticipated. Of the project generated traffic, the residential portion of the project accounts for 75 of these daily trips and would not have a significant contribution to

the neighborhood roadways.

The project does not create a direct noise increase of more than 3 dBA CNEL along Base Line Street and local area roadways. Therefore, the project's direct contributions to off-site roadway noise increases will not cause any significant impacts to any existing or future noise sensitive land uses. No mitigation is required.

Construction Noise. Section 15.48.030 of the Highland Municipal Code prohibits construction activities to commence any earlier than one-half hour before sunrise or to terminate no later than one-half hour after sunset Monday through Sunday. As a condition of approval, non-emergency construction activities adjacent to existing noise sensitive uses should be limited to daylight hours between 7:00 a.m. and 6:00 p.m. Construction on weekends or holidays are to be discouraged except in the case of construction proximate to schools where these operations could disturb the classroom environment.

Pursuant to Section 8.50.060 (Exemptions), noise associated with "construction, repair, or excavation work performed pursuant to a valid written agreement with the city or any of its political subdivisions, which agreement provides for noise mitigation measures", is exempt.

Operational Noise. Although exempt from numerical noise standards, The Noise Element provides the following exterior noise standards for the indicated land uses. Although the metric indicated for exterior noise standards is a CNEL, because by definition CNELs are a 24-hour average and the land use table assigns varying CNEL thresholds based on time of day it is likely that an hourly Leq might be more appropriate. Nevertheless, these standards are presented below with the caveat that construction activities are exempt.

Although the City of Highland guidelines allow residential exterior noise levels of up to 70 dB CNEL, a noise level of 65 dB is the level at which ambient noise begins to interfere with one's ability to carry on a normal conversation at reasonable separation without raising one's voice. The City of Highland General Plan Goal 7.1 recommends an exterior threshold of 65 dBA CNEL as the compatibility guideline for new residential dwellings in Highland and is used as the guideline for this analysis. However, exterior noise attenuation features could include, but are not limited to, setbacks to place structures outside the 65 dB CNEL noise contour, orienting structures so no windows open to the noise source, and /or installing noise barriers such as berms or solid walls.

Exterior standards apply to normally used recreational exterior space (patio, porch, pool/spa, etc.). They are also a guide to likely interior noise exposure based on the structural attenuation normally achievable with various types of construction.

The City of Highland interior noise standard uses a weighted noise exposure of 45 dBA CNEL as the guideline level for single and multi-family dwelling units. Conventional construction with closed windows and a fresh air supply will normally suffice. Normal noise attenuation within residential structures with closed windows is about 25-30 dB. Therefore, an exterior noise level of up to 70-75 dB CNEL could allow for the interior threshold to be met with no special noise attenuation features.

In accordance with CEQA, a project should not have a noticeable adverse impact on the surrounding environment. Noise level changes greater than 3 dBA, or a doubling of the acoustic energy, are often identified as audible and considered potentially significant, while changes less than 1 dBA are not discernible. In the range of 1 to 3 dBA, humans who are very

sensitive to noise may perceive a slight change. For the purposes for this analysis, a direct and cumulative roadway noise impact would be considered significant if the project increases noise levels at a noise sensitive land use 3 dBA CNEL and if the noise level increases above an unacceptable noise level per the City's General Plan."

12e No Impact:

"The San Bernardino International Airport Layout Plan Narrative Report dated September 22, 2010, was compared to the project site location. According to the report the project is located approximately one mile from the 65 dBA CNEL noise contour for the airport. Therefore, no impacts from the existing airport are anticipated at the project site."

12f No Impact:

The proposed project site is not located within the vicinity of a private airstrip; therefore, no impact associated with this issue would occur and mitigation is not required.

Mitigation Measures: Not Required

13. POPULATION AND HOUSING -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

13a Less Than Significant Impact:

The project proposed will create 5 commercial buildings, 21 multi-family residential units, and one single-family residence. The project site is surrounded by existing developed property and a severe housing shortage. While the proposed project will generate housing and jobs, both of which are factors that contribute to population growth, the project is not expected to produce substantial population growth that is over the intended amount allowed by the General Plan. A majority of the property is zoned MU, with a small remainder portion zoned R-1. The R-1 zoned area will be developed as the single-family residence. The MU area will be subdivided into individual lots and will contain the commercial and multi-family portions of the project.

The MU zoning has a maximum residential density of 18 dwelling units per acre. The proposed parcel where the 21-unit multi-family development will occur is 1.72 acres, which allows for 30.96 dwelling units. The proposed density is substantially less than the allowable density, thus the impact in regards to this issue would be less than significant with no mitigation required.

The MU zoning also has a maximum lot coverage of 100%. The proposed parcels containing commercial structures will have 18%, 22%, 9%, 12% and 17% based on the proposed plan. The total lot coverage over the commercial portions of the project is only 19%. The proposed project would not create such a large amount o new business as to cause a substantial population growth. Thus, impacts related to this issue would be less than significant with no mitigation required.

13b No Impact:

The proposed project site is currently vacant property. No housing would be removed as part of the project. There are no impacts related to this issue and no mitigation is necessary.

13c No Impact:

The proposed project site is currently vacant property. Because the proposed project would not result in removal of housing, or any structures causing the displacement of people, the construction of replacement housing is not required. Therefore, no impacts associated with this issue would occur and no mitigation is required.

Mitigation Measures: Not required

14. PUBLIC SERVICES

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

14a Less Than Significant Impact:

The City of Highland Fire Department provides fire protection services for the project site. The closest fire station to the project site is Station 541 at 29674 Base Line, which is approximately 0.6 miles Southwest of the project site. The proposed project would cause an incremental increase in the need for fire service due to the development of new multi-family units and commercial businesses, however, this increase in fire service would not create the need for new or expanded fire stations. In addition, the proposed project would pay all applicable development impact fees to the City, which would assist in fair share funding of any future development of fire facilities. For these reasons, the project would have a less than significant impact in regards to this issue. No mitigation is required.

14b Less Than Significant Impact:

The project site is serviced by the Highland Police Department located at 26985 Base Line, which is approximately 0.7 miles away. With development of the proposed multi-family units and commercial businesses, the proposed project would cause an incremental increase in the need for police service. However, this increase in police service would not create the need for new or expanded police stations at this time. In addition, the proposed project would pay all applicable development impact fees to the City, which would assist in the payment for any future development of police facilities. For these reasons, the project would have a less than significant impact in regards to this issue. No mitigation is required.

14c. Less Than Significant Impact:

The proposed project is located within the San Bernardino City unified School District and would increase the number of school-age children as the project includes the construction of new residential units. However, the project respects the General Plan for this area as well as the density allowed within the zoning and is creating a total of 22 residential units. This is not expected to substantially increase the number of student-aged residents within the district. The project would not create the need for new or expanded school facilities. In addition, the proposed project would pay all applicable local school district impact fees, which would assist in the payment for any future development of school facilities. For these reasons, the project would have a less than significant impact in regards to this issue. No mitigation is required.

14d Less Than Significant Impact:

The proposed project would include new multi-family units with no on-site recreational facilities proposed; thus, payment of impact fees per unit would be required to provide fair share funding for the construction of new or expanded recreational facilities within the City of Highland. With payment of impact fees, a less than significant impact would occur under this threshold. No mitigation is required.

14e Less Than Significant Impact:

As referenced, the project would pay all applicable development impact fees to the City, which would assist in funding any future development of public facilities. Therefore, the project

would have a less than significant impact in regards to this issue. No mitigation is required.

Mitigation Measures: Not Required

15. RECREATION	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

15a,b Less than Significant Impact:

The project proposed will create 5 commercial buildings, 21 multi-family residential units, and one single-family residence. The property does have an existing trail system along the frontage of Base Line Road and proposed to construct a common use corner plaza with a historic pathway sign at the corner of Base Line Road and Church Avenue. The addition of new residents inhabiting the multi-family units would potentially increase the use of existing recreational facilities. No recreational resources are proposed as part of the project except for connection to the existing trail and the signage. Highland Community Park is located 1.4 miles southwest from the proposed development. While the project does not propose direct access to this park, the applicant would be required to pay development impact fees in addition to dedication of the trail easement. This would provide fair share funding for construction or maintenance of park facilities. Impacts related to this threshold would be less than significant in regards to this issue. No mitigation is required.

Mitigation Measures: Not Required

16. TRANSPORTATION/TRAFFIC -- Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

Information presented herein is quoted and/or summarized from the VMT Memo, prepared by TJW Engineering, Inc. (May 3, 2021) and the Traffic Impact Analysis, prepared by TJW Engineering, Inc. (May 3, 2021), both of which are provided for reference in Appendix H.

16a-b Less than Significant Impact with Mitigation Incorporated:

The project proposed will create 5 commercial buildings, 21 multi-family residential units, and one single-family residence. Access to the retail portion of the site is planned along Base Line via one proposed right-in right-out driveway and one existing full-access driveway. Access to the retail portion of the site is also planned along Church Avenue via one full-access driveway. Additionally, access to the retail portion of the site is planned on Foster Avenue via one full-access driveway. Access for the multi-family apartments is planned along Foster Avenue. Access for the single-family dwelling units is planned along Villa Avenue.

The project proponent's traffic engineer prepared a scoping letter on March 25, 2021, which the city approved on March 30, 2021. The scoping agreement laid out the requirements for a Traffic Impact Analysis which included the study of the project's potential impacts on eight (8) separate intersections, using five (5) analysis scenarios. The agreement also specified the trip generation to be used for analysis as well as the pass-by allowances for various uses. Trip generation is shown in the following table:

	Existing Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips				181	165	346
PM Trips				207	193	400
Daily						5,196

A subsequent Traffic Impact Analysis was prepared for the project studying the items as required in the Scoping Letter.

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops).

Senate Bill (SB) 743 was adopted in 2013 requiring the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within the California Environmental Quality Act (CEQA). For land use projects, OPR has identified Vehicle Miles Traveled (VMT) as the new metric for transportation analysis under CEQA. The regulatory changes to the CEQA guidelines that implement SB 743 were approved on December 28th, 2018 with an implementation date of July 1st, 2020 as the new metric.

For general plan consistency, a level of service analysis has been conducted. The City of Highland has established LOS D as the target level of service for intersections within the city jurisdiction. Additionally, all intersection levels of service below "D" and all segment levels of service below "C" shall be mitigated.

For VMT purposes, guidelines set forth by the SBCTA will be followed to identify and mitigate transportation impacts within the California Environmental Quality Act (CEQA).

Existing Conditions Intersection Los Analysis: Existing conditions AM and PM peak hour intersection analysis is shown in Table 4 below.

Table 4
Intersection Analysis – Existing Conditions

Intersection			Control Type	Peak Hour	Existing Conditions	
					Delay ¹	LOS
1	Central	Base Line	Signal	AM	10.8	B
				PM	13.6	B
2	Palm	Foster	OWSC	AM	10.5	B
				PM	16.7	C
3	Palm	Base Line	Signal	AM	27.8	C
				PM	32.9	C
4	Bonita/Ex. Dwy	Base Line	TWSC	AM	20.2	C
				PM	63.4	F
5	Church	Base Line	Signal	AM	15.3	B
				PM	20.7	C
6	I-210 EB Ramps	Base Line	Signal	AM	23.1	C
				PM	20.3	C
7	I-210 WB Ramps	Base Line	Signal	AM	21.5	C
				PM	27.9	C
8	Seine	Base Line	Signal	AM	24.6	C
				PM	29.5	C

Note: AWSC = All-Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.

1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual approach is shown.

As shown in Table 4, the study intersections are currently operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions with the exception of intersection #4 – Bonita Drive/Base Line (LOS F PM Peak Hour).

Opening Year Conditions Intersection Los Analysis: Opening year AM and PM peak hour intersection analysis is shown in Table 8 below both with “no” project (OYNP) and with project (OYWP). Calculations for OYNP were based on the existing geometrics at the study area intersections as shown in Exhibit 3 of the Traffic Impact Analysis. HCM analysis sheets are provided in Appendix C of the Traffic Impact Analysis.

Opening year with project volumes include background traffic plus the addition of traffic projected to be generated by the proposed project. For the purposes of this study, the year 2023 will be used as the expected opening year. Opening year with project volumes include a growth rate of 2% per year for two years applied to existing volumes in addition to project volumes.

Study intersections along Base Line within one-fourth of a mile have been analyzed as a coordinated system. Appendix D of the Traffic Impact Analysis contains time-space diagrams showing the flow of traffic along the Base Line corridor for opening year with project conditions.

Table 8

Intersection Analysis – Opening Year With Project (OYWP) Conditions

Intersection			Control Type	Peak Hour	OYNP Conditions		OYWP Conditions		Change	Deficient?
					Delay ¹	LOS	Delay ¹	LOS		
1	Central	Base Line	Signal	AM	10.9	B	11.3	B	0.4	No
				PM	14.0	B	14.8	B	0.8	No
2	Palm	Foster	OWSC	AM	10.6	B	11.5	B	0.9	No
				PM	17.4	C	22.7	C	5.3	No
3	Palm	Base Line	Signal	AM	27.9	C	27.7	C	-0.2	No
				PM	33.7	C	34.7	C	1.0	No
4	Bonita/Ex. Dwy	Base Line	TWSC	AM	21.1	C	22.0	C	0.9	No
				PM	73.0	F	132.0	F	59.0	Yes
5	Church	Base Line	Signal	AM	15.5	B	25.1	C	9.6	No
				PM	21.5	C	35.3	D	13.8	No
6	I-210 EB Ramps	Base Line	Signal	AM	23.1	C	23.4	C	0.3	No
				PM	19.7	B	21.3	C	1.6	No
7	I-210 WB Ramps	Base Line	Signal	AM	18.9	B	19.5	B	0.6	No
				PM	23.3	C	24.1	C	0.8	No
8	Seine	Base Line	Signal	AM	23.7	C	23.9	C	0.2	No
				PM	26.4	C	27.1	C	0.7	No
9	Dwy 1	Base Line	OWSC	AM	-	-	11.4	B	--	No
				PM	-	-	14.6	B	--	No
10	Church	Dwy 2	OWSC	AM	-	-	9.7	A	--	No
				PM	-	-	10.9	B	--	No

Note: AWSC = All-Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.

1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual approach is shown.

As shown in Table 8, the study intersections are projected to continue operating at an acceptable LOS during the AM and PM peak hours for *existing* conditions with the exception of intersection #4 – Bonita Drive/Base Line, which is still operating at LOS F during PM Peak Hour.

Future Year (2040) Conditions Intersection Los Analysis: Future year conditions AM and PM peak hour intersection analysis is shown in Table 10 below both with “no” project (OYNP) and with project (OYWP).. HCM analysis sheets are provided in Appendix C of the Traffic Impact Analysis. Future year volumes include background traffic expected in the surrounding area. For the purposes of this study, the year 2040 will be used as the future year. Future year volumes include a growth rate of 2% per year for 19 years applied to existing volumes.

Table 10
Intersection Analysis – Future Year With Project (2040WP) Conditions

Intersection			Control Type	Peak Hour	2040NP Conditions		2040WP Conditions		Change	Deficient?
					Delay ¹	LOS	Delay ¹	LOS		
1	Central	Base Line	Signal	AM	11.7	B	12.2	B	0.5	No
				PM	18.3	B	19.5	B	1.2	No
2	Palm	Foster	OWSC	AM	11.5	B	12.7	B	1.2	No
				PM	29.3	D	38.4	E	9.1	Yes
3	Palm	Base Line	Signal	AM	29.4	C	29.7	C	0.3	No
				PM	48.5	D	53.5	D	5.0	No
4	Bonita/Ex. Dwy	Base Line	TWSC	AM	36.9	E	39.6	E	2.6	Yes
				PM	414.9	F	805.6	F	390.7	Yes
5	Church	Base Line	Signal	AM	18.6	B	28.6	C	10.0	No
				PM	32.3	C	63.4	E	31.1	No
6	I-210 EB Ramps	Base Line	Signal	AM	25.7	C	26.6	C	0.9	No
				PM	24.0	C	25.1	C	1.1	No
7	I-210 WB Ramps	Base Line	Signal	AM	24.5	C	25.0	C	0.5	No
				PM	47.6	D	50.5	D	2.9	No
8	Seine	Base Line	Signal	AM	29.4	C	30.1	C	0.7	No
				PM	51.5	D	54.5	D	3.0	No
9	Dwy 1	Base Line	OWSC	AM	-	-	12.9	B	-	No
				PM	-	-	19.3	C	-	No
10	Church	Dwy 2	OWSC	AM	-	-	10.1	B	-	No
				PM	-	-	12.0	B	-	No

Note: AWSC = All-Way Stop-Control, OWSC = One-Way Stop Control, Delay shown in seconds per vehicle.

1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual approach is shown.

As shown in Table 10, the study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for future year conditions with the exception intersections #2 – Palm Ave/Foster Ave (LOS E PM Peak Hour), #4 – Bonita Drive/Base Line (LOS E AM Peak Hour/LOS F PM Peak Hour); and #5 – Church Ave/Base Line (LOS E PM Peak Hour). Notably, only intersection #2 – Palm Ave/Foster Ave has a change in LOS as a result of the project.

Mitigation Recommendations: Although the project will only directly cause an LOS deficiency at one intersection based on the Future Year, it has indirect impacts on the other two affected intersections. Mitigation measures **TRA-1**, **TRA-2**, and **TRA-3** are recommended to bring the LOS below the threshold. Results of recommended mitigation is summarized in Table 11 below.

Table 11
Intersection Analysis – Scenarios with Recommended Improvements

Intersection			Ex. Control Type	Scenario	Peak Hour	Delay ¹	LOS	With Recommended Improvements		
								Control Type	Delay ¹	LOS
2	Palm	Foster	OWSC	2040WP	AM	12.7	B	OWSC	12.6	B
					PM	38.4	E		31.1	D
4	Bonita/Ex. Dwy	Base Line	TWSC	OYWP	AM	22.0	C	Signal	8.3	A
					PM	132.0	F		10.3	A
				2040WP	AM	39.6	E		8.1	A
					PM	805.6	F		10.9	B
				OYWP	AM	22.0	C	TWSC	10.5	B
					PM	132.0	F		12.5	B
				2040WP	AM	39.6	E		11.6	B
					PM	805.6	F		15.0	C
5	Church	Base Line	Signal	2040WP	AM	28.6	C	Signal	26.5	C
					PM	63.4	E		43.0	D

1 = Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections.

Table 11 shows level of service at the intersections with the recommended improvements. For the intersection of Bonita Dr-Ex. Driveway/Base Line, Table 11 shows the level of service for both potential improvements. As shown, with the recommended improvements, the intersections are projected to operate at an improved LOS. Ultimately, appropriate mitigation measures shall be constructed in compliance with the City of Highland General Plan or as directed by the City Engineer.

Fair Share: The proposed project is located within the City of Highland and will therefore be subject to the City's Development Impact Fees (DIF) and a fair share contribution to project deficiencies.

The proposed project could participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed project. The project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively deficient facility not found to be covered by a pre-existing fee program should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate cumulative project deficiencies. Table 12 calculates the proposed project's fair share percentage at deficient intersections.

Table 12
Fair Share Calculations

Intersection				Existing AM&PM Peak Hour Volume (A)	2040WP AM & PM Peak Hour		
					Total Volume (B)	Project Volume (C)	Fair Share (C)/(B-A)
2	Palm	Foster		-	-	-	100.00%
4	Bonita/Ex. Dwy	Base Line		2976	4597	322	19.86%
5	Church	Base Line		-	-	-	100.00%

Note: Fair Share for a direct deficiency is assumed to be 100%.

VMT Analysis: The results of the SBCTA Screening Tool show the proposed project is completely within a transit priority area (TPA) and is within a low VMT generating traffic

analysis zone. Appendix A contains the results of the SBCTA Screening Tool. Since the proposed project passes the SBCTA Screening process, the proposed project is assumed to have a less than significant impact and no further VMT analysis is needed.”

Because the proposed project would add traffic to the existing roadway system in the area, and the analysis shows that LOS levels would increase above the threshold, impacts would be considered potentially significant. Implementation of **TRA-1**, **TRA-2**, and **TRA-3** will reduce the potential for significant impacts to less than significant. Impacts for this issue are considered less than significant with mitigation incorporated.

16c No Impact:

Although the project is located within the Influence Area of the San Bernardino International Airport, it is within Airport Overlay Zone “E – Airport Influence Zone – Negligible Risk Level” for SBIA. Safety Zone E has no density limit in people per acre and no maximum lot coverage (100) as set forth in Table 16.40.410.A of the Highland Municipal Code. Additionally, the proposed commercial, multi-family, and single-family uses are denoted as “SR” within Table 16.40.410.A. Where the symbol “SR” appears in the column beneath an airport safety zone, the use is compatible. Use is acceptable without safety-related conditions (noise, airspace protection, and/or overflight limitations may apply).

The proposed project would not cause any changes to air traffic volumes or air traffic patterns. Therefore, no impact related to this issue would occur and no mitigation is required.

16d No Impact:

Roadway improvements in and around the project site have been completed to full-width standards, per the City requirements and standards regarding street widths, corner radii, intersection control, and incorporate design standards tailored specifically to site access requirements. The proposed primary entrances align with existing development to ensure the flow of traffic is not interrupted as well as adequate site distance is maintained. Additionally, the project proposed commercial public access drive aisles connecting various access point, potentially reducing traffic hazards. Therefore, no impact to this issue is expected and no mitigation is required.

16e No Impact:

The proposed project would be designed, constructed, and maintained to provide for adequate emergency access and evacuation as well as circulation. The proposed project design will be submitted to and reviewed by the City of Highland Fire Department and Highland Police Departments as required, prior to the approval and issuance of construction permits. A less than significant impact related to this issue would occur and no mitigation is required.

16f No Impact:

The project proposed to construct a Tractor Supply Company store and has requested a reduction in parking requirements associated with this tenant. The project Traffic Engineer submitted a Parking Demand Memorandum dated May 3, 2021, outlining the proposed use. The memorandum analyzed existing Tractor Supply stores and determined that peak weekday demand and weekend demand at the Tractor Supply Store is expected to be 44 and 55 total spaces, respectively. The Traffic Engineer concluded that “while the municipal code requires a

total of 96 total parking spaces, the proposed 87 total parking spaces is anticipated to adequately accommodate the peak parking demand expected at the Tractor Supply Store.” In addition to the memorandum, the Tractor Supply site layout includes a 20’ x 150’ Permanent Trailer and Equipment Display Area along the east side of the building. This area can be used for an additional 15 parking spaces should the tenant change and more parking were required, thus exceeding the required 96 parking spaces.

Otherwise, on-site parking will be more than adequate per the City of Highlands parking matrix for the existing zoning and density limits for the rest of the development. With the approval of the parking reduction requested, no adverse parking impacts would occur as a result of project implementation. Thus, this impact is considered less than significant in regards to this issue. No mitigation is required.

16g Less Than Significant Impact:

Transit services in the City of Highland is provided by OmniTrans. Within .5 mile of the proposed project site, there are eight (8) public transportation bus stops, including one (1) along the project frontage of Base Line Road. The project also proposes short term bike parking as required. The project will not conflict with adopted transportation policies. Any impacts associated with this issue would be less than significant. No mitigation is required.

Mitigation Measures:

TRA-1: Palm Ave/Foster Ave – Restripe intersection to include one left-turn lane and one right-turn lane at the Foster Avenue westbound approach. Existing Foster Avenue width can accommodate proposed improvements.

TRA-2: Church Ave/Base Line – Restripe intersection to include two left-turn lanes and one shared through-right lane at the Church Avenue southbound approach. Existing Church Avenue width can accommodate proposed improvements.

TRA-3: Bonita Dr-Driveway/Base Line – Signalize intersection or restrict left turn/ through movements out of the existing southbound driveway during the PM peak hour. It should be noted that signalizing the existing intersection reduces LOS to acceptable levels, however peak hour signal warrants are not met for any with or without project scenarios. A signal at the existing intersection would not meet ideal signalized intersection spacing of 660’ feet. It should also be noted that left turn/through movements out of the existing southbound driveway are not restricted even though the intersection is operating at an unacceptable LOS during the PM peak hour.

17. TRIBAL CULTURAL RESOURCES_-- Would the project result in	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

Information presented herein is quoted and/or summarized from the Phase I Cultural Resource Assessment, prepared by Heritage Resources (April 30, 2021) and provided for reference in Appendix C.

17a i-ii) No Impact:

The project site is located within the territory traditionally claimed by the Serrano and possibly by the Gabrielino-Tongva and Cahuilla. Prehistoric use of the area appears to have been minimal based on the lack of archaeological sites recorded at the SCCIC within 0.5 mile, although natural and historic disturbances have likely contributed to this lack of data. The majority of historic use was focused on orchard agriculture and the associated structures of the Highland Historic District that is listed on the National Register of Historic Places.

Four cultural resource studies are documented at the SCCIC as having been completed within one-quarter mile of the Project Direct-Impact APE, one related to the telecommunications tower at the northwest corner of the property. Only one survey had positive results, Base Line Road (P-36-15497), a California Point of Historical Interest. As noted on the DPR-523 Resource Record Form for Baseline Road, "While Baseline Road is historically associated with the Southern California Baseline of 1853, the survey line itself is an imaginary map line with no physical manifestation of it or the survey markers located within or adjacent to the Project

alignment” (Smallwood 2014). In addition, “Baseline Road began as a dirt wagon road for freight traffic, and today is a modern, six-lane asphalt-concrete roadway completely modern in its appearance, design, construction, and materials.” Baseline Road lacks integrity to be eligible for the National Register. Two additional resources have been otherwise recorded, the North Fork Main Canal (P-36-006544/P-36-15487), determined ineligible for the National Register of Historic Places and the Highland Historic District (P-36-15491) containing over 100 structures either listed on or determined eligible for the National Register of Historic Places as described above.

As of April 30, 2021, three responses to the mailed letters and follow-up emails were received. The Agua Caliente Band of Cahuilla Indians and Quechan Tribe of the Fort Yuma Reservation responded stating that they defer to other tribes in the area. The San Manuel Band of Mission Indians (SMBMI) responded stating that the Project is at least one mile from known sacred land files/known cultural resources.

The research completed for the proposed Project, including record search and contact with the Native American Heritage Commission and Cahuilla, Cahuilla/Luiseño, Cahuilla/Serrano, Serrano, and Quechan Tribes, indicated a low likelihood for the presence of prehistoric or historic archaeological resources. No archaeological or historical resources have been previously recorded on the Project property. Historic map research indicated that structures were built on the property prior to 1938 and were demolished by 1980. Currently, only a vacant graded lot remains. The field survey discovered no prehistoric or historic archaeological resources on the property. Therefore, based on the negative results of the archival and field surveys, no impacts to cultural resources are anticipated from development of the proposed Project. There will be no adverse change in the significance of a historical or archaeological resource (per CEQA §15064.5). Due to the negative results, no mitigation measures are recommended or warranted. Given the extensive disturbance to the property through the 20th century, no archaeological monitoring is recommended.

Based on the Cultural Resource Assessment, no impact would occur in regards to this issue. No mitigation is required.

Mitigation Measures: Not Required

18. UTILITIES AND SERVICE SYSTEMS – Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Explanation:

Information presented herein is quoted and/or summarized from the Storm Water Quality Management Plan (SWQMP), prepared by SiteTech, Inc. (February 11, 2021) and provided for reference in Appendix F.

18a Less Than Significant:

The proposed project construction is not expected to generate wastewater that would exceed wastewater treatment requirements of the RWQCB per the preliminarily approved Preliminary Stormwater Quality Management Plan (SWQMP or WQMP). Project Specific WQMPs will be prepared and approved by the city with each phase of the project. Impacts are less than significant in regards to this issue. No mitigation is required.

18b Less Than Significant:

Construction of all on-site infrastructure has been analyzed. The project proposed a sewer extension through the property to serve the multi-family portion of the project, as well as allowing better access to utility connections for the commercial properties without additional encroachments into public roadways. No significant or adverse impacts would result from installation of on-site infrastructure. Thus, impacts under this threshold would be less than significant in regards to this issue. No mitigation is required.

18c Less Than Significant:

Development of the proposed project will result in an increase in the number of impermeable surfaces, and thus, increase surface runoff. However, per the Preliminary WQMP, the construction of on-site stormwater drainage basins will mitigate the pre-construction versus post-construction run-off. Sub-surface soil drainage is adequate to infiltrate stormwater runoff on-site in the event of normal rain events. Under the NPDES permits, project proponents are required to prepare a SWPPP and WQMP. The project includes a WQMP basin to the north of

the entrance off of Base Line, as well as two parallel to Base Line, which will capture and treat runoff from impervious surfaces. With adherence to the WQMP, post-construction off-site flows would not exceed pre-construction flows. Therefore, the project would not require the construction or expansion of any off-site stormwater drainage facilities. Impacts under this threshold would be less than significant in regards to this issue. No mitigation is required.

18d Less Than Significant:

The project is consistent with City of Highland growth projections; thus, sufficient supplies are available and impacts under this threshold would be less than significant. No mitigation is required.

18e Less Than Significant:

Impacts related to wastewater treatment plant capacity are less than significant and no mitigation is required.

18f Less Than Significant:

The proposed project would generate solid waste from the planned residential and commercial uses. The City contracts with Burrtec Waste Industries, Inc. and Cal Disposal Co., Inc. for solid waste disposal services. The project would not generate solid waste above landfills' permitted capacities. Therefore, impacts are less than significant, and no mitigation is required.

18g Less Than Significant:

Construction waste will be monitored during haul-off activities as well as recycling tracking sheets during disposal. Per State guidelines, a percentage of recycling will be met per the City's guidelines. During fully operational activities, specific bins will be used and disposed of appropriately on a regular basis. A less than significant impact would occur under this threshold.

Mitigation Measures: Not Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Explanation:

19a Less Than Significant Impact:

The proposed project does have the potential to degrade the quality of the environment based on various Cultural, Biological, Storm Water, and GHG / Noise studies performed, but any associated impacts would be less than significant. Impacts are considered less than significant in regards to this issue. No mitigation is required.

19b Less Than Significant Impact:

Based on the location of the proposed project, and the substantially developed surroundings, the cumulative impacts are would be less than significant. The project proposes very minor individual impacts and therefore does not intend on affecting any long-term thresholds that have not been impacted already based on current development of the area. Impacts are considered less than significant in regards to this issue. No mitigation is required.

19c Less Than Significant Impact:

The project has undergone various studies and evaluations. All impacts which may be considered harmful to human beings at a level considered significant have been mitigated to a level of less than significant through the design of the project. With all findings thus far, it is determined that the project will not impact human beings negatively, either directly or indirectly, and will only provide more of a beneficial impact by supplying development consistent with the area, service needs, and overall community desires. Impacts are considered less than significant in regards to this issue. No mitigation is required.

DETERMINATION

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier 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.

Planner

Date

Listed below are the person(s) who prepared or participated in the preparation of the Initial Study:

Lauren Schulte, Developer / Applicant
 Woodcrest Real Estate Ventures
 1410 Main Street, Suite C
 Ramona, California 92065

Appendixes:

- A. Project Description
- B. Biological Resource Assessment prepared by Kidd Biological, Inc.
- C Phase I Cultural Resource Assessment prepared by Heritage Resources
 - i. Phase I Environmental Assessment prepared by S &S Environmental
- D. Geotechnical Investigation prepared by Southern California Geotechnical
- E. Greenhouse Gas Assessment prepared by LDN Consulting, Inc.
 - i. Air Quality Assessment prepared by LDN Consulting, Inc.
- F. Approved Preliminary WQMP prepared by SiteTech, Inc.
- G. Noise Study prepared by LDN Consulting, Inc.
- H. Traffic Impact Analysis prepared by TJW Engineering, Inc.
 - i. Vehicle Miles Traveled Memorandum prepared by TJW Engineering, Inc.
 - ii. Parking Memorandum prepared by TJW Engineering, Inc.