



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 17-009), Design Review Application (DRA 17-006) Environmental Review (ENV 17-003)
Project Title: Real Journey Academies
2. Lead Agency: City of Highland, 27215 Base Line, Highland, CA 92346
3. Contact Person: Tom Thornsley, Associate Planner,
Tel: (909) 864-6861, Ext. 259
4. Project Location: 26655 Highland Avenue, located on the south side of Highland Avenue between Victoria Avenue and Central Avenue. APN: 1191-241-38 & 1191-241-36
City: Highland / County: San Bernardino
5. Project Applicant/Sponsor: Real Journey Academies, Inc., 1425 W. Foothill Blvd., Ste. 100, Upland CA 91786

6. Description of Project:

The Applicant, Real Journey Academies, is proposing a Conditional Use Permit in a vacant retail building and associated property, within an existing commercial center, for a middle school and high school. The proposed Project involves the adaptive re-use of a single, one-story building of approximately 108,000 square feet on 9.5-acres of an overall 18 acre commercial site.

Major interior tenant improvements to the existing building include classrooms, indoor courtyards, student commons and library, gymnasium, cafeteria and warming kitchen, black-box theater, culinary arts training center, and administrative, counseling, and parent-volunteer spaces. Outdoor improvements include shaded lunch structures, outdoor play courts and plays areas, associated landscaping; reconfiguration and resurfacing of the open parking lot to include a student pick-up/drop-off area and loading zone; and perimeter fencing for student safety and security.

Overall, the proposed middle and high school would accommodate approximately 1,200 students in grades 6 through 12. There will be approximately 90 staff members comprised of teachers, administrators, counselors, office, facility operations and aides. The hours of school operation would be from 7:30 am to 6:00 pm Monday through Friday. An after-school program for a limited number of students would operate from the end of regular instruction until 6:00 pm for both schools.

The Project site is located between Victoria Avenue and Central Avenue. It is bounded by Highland Avenue and two small commercial sites to the north, and to the south are medium-density multi-family residence. To the east is vacant land under the jurisdiction of the City of San Bernardino, and to the west are two large retail commercial sites. In the general vicinity of the site, land uses are primarily commercial and residential.

7. Present Land Use: Unoccupied commercial building
Conditional
8. General Plan Designation: General Commercial (GC)
9. Zoning: CG (General Commercial)
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: Highland Ave./ Commercial & Public Facility (City of San Bernardino)
South: Multi-Family Residences (apartments)
East: Vacant land – Commercial designation (City of San Bernardino)
West: Victoria Ave / Commercial retail (residential west side of Victoria Ave.)

16. Surrounding Designations:

Location	General Plan	Zoning
North:	General Commercial & Public Facility (City of San Bernardino)	General Commercial (GC) (City of San Bernardino)
South:	High Density	Multi-Family Residential (R-3)
East:	General Commercial (CG) (Vacant land in City of San Bernardino)	General Commercial (GC) (City of San Bernardino)
West:	General Commercial (CG)	General Commercial (GC)

17. Is the proposed project consistent with (if answered “yes” or “n/a”, no explanation is required):

- City of Highland General Plan Yes No N/A
- Applicable Specific Plan Yes No N/A
- City of Highland Zoning Code Yes No N/A
- South Coast Air Quality Management Plan Yes No N/A
- San Bernardino International Airport Master Plan Yes No N/A
- Other: East Highlands Ranch Planned Unit Development, Development Standards Report Yes No N/A

18. Are any of the following studies required?

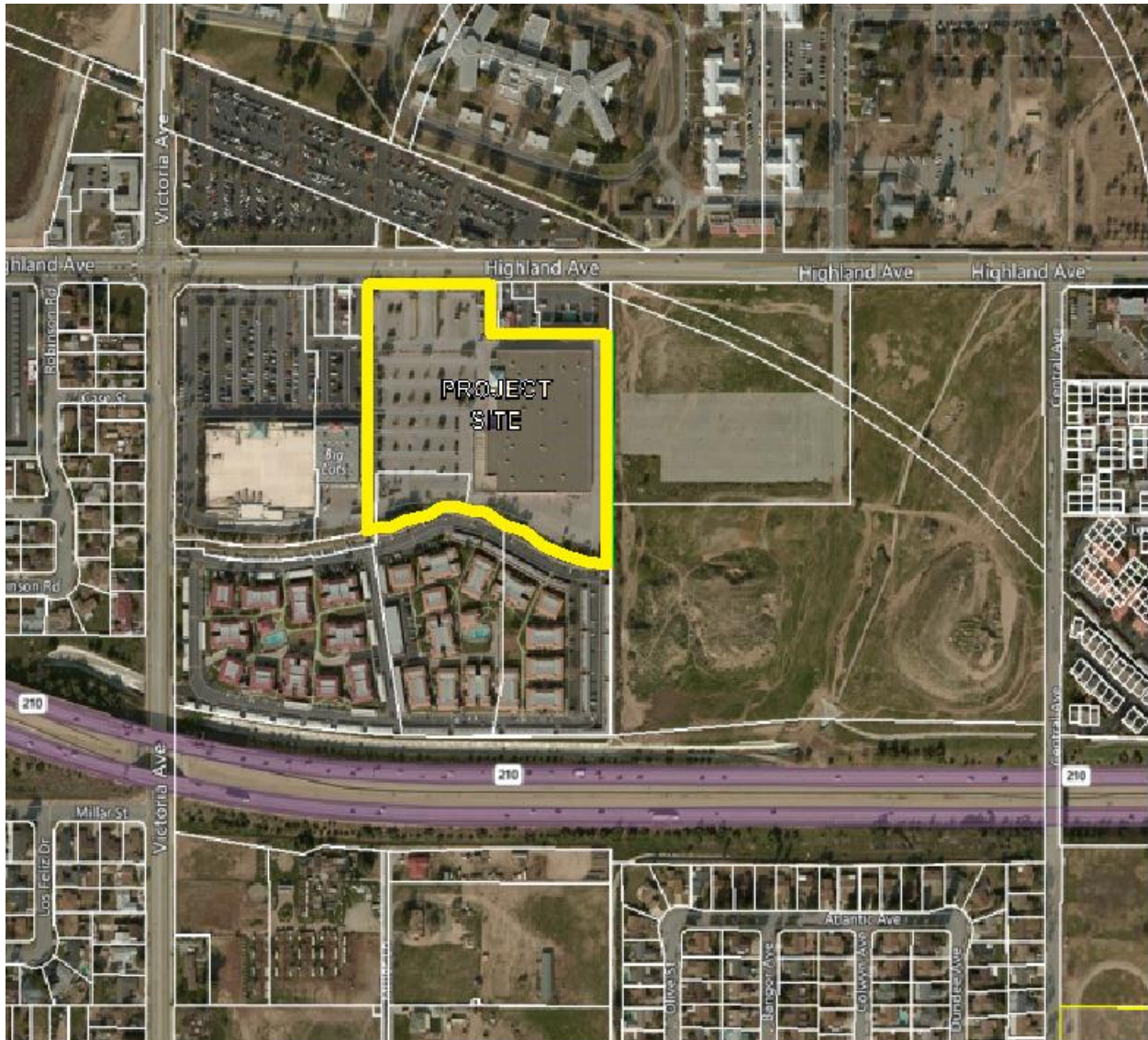
Air Quality Study	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
Archaeological Report	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Biological Study	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Geological Report	Yes <input type="checkbox"/>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

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

None.

20. INFORMATION SOURCES CITED: The documents below are incorporated herein by reference and are available for review at Highland City Hall, located at 27215 Base Line, California.
1. City of Highland General Plan and Environmental Impact Report, Adopted by the City Council March 14, 2006.
 2. City of Highland Municipal Code
 3. Flood Insurance Rate Map Panel 06071C 7963H, dated August 28, 2008.
 4. "San Bernardino County Important Farm Land 2014" Sheet 2 of 2. Farmland Mapping and Monitoring Program.
 5. *Phase I Environmental Assessment, 26655 Highland Avenue*, prepared by EMG, Inc., 10461 Mill Run Circle, Suite 1100, Owings Mills, MD 21117, January 31, 2017
 6. *Real Journey Academies, Air Quality Impact Analysis*, City of Highland, prepared by Urban Crossroads, Inc., 41 Corporate Park, Suite 300, Irvine, California 92606, May 15, 2017.
 7. *Real Journey Academies Greenhouse Gas Analysis*, prepared by Urban Crossroads, Inc., 41 Corporate Park, Suite 300, Irvine, California 92606, May 26, 2017.
 8. *Real Journey Academies Noise Impact Analysis*, prepared by Urban Crossroads, Inc., 41 Corporate Park, Suite 300, Irvine, California 92606, May 9, 2017
 9. *Real Journey Academies, Traffic Impact Analysis*, prepared by Urban Crossroads, Inc., 41 Corporate Park, Suite 300, Irvine, California 92606. June 28, 2017
 10. *Real Journey Academies, Appendices for Traffic Impact Analysis*, prepared by Urban Crossroads, Inc., 41 Corporate Park, Suite 300, Irvine, California 92606. May 15, 2017
 11. Alquist-Priolo and seismic hazard zoning maps and special zones

Attachment 1 Area Map



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"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/ Traffic | <input type="checkbox"/> Utilities / Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

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

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

Tom Thornsley, Associate Planner

_____, 2017
Date

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation:

- 1a No Impact: This project will utilize an existing commercial building and site involving tenant improvements and limited new construction at the proposed Site. Therefore, the proposed Project does not obstruct the nearest scenic vistas defined in the City’s General Plan. Due to the existing one-story building’s height on the site, it does not impact currently available views of the mountains. The views from the surrounding areas would also not change as a result of the proposed Project. No mitigation measures are required.
- 1b No Impact: This is an existing developed site making no changes to the surrounding area. Additionally, there are no designated state scenic highways in the vicinity of the Project site. The nearest officially designated State Scenic Highway is Route 38, more than fifteen (15) miles to the east of the Project site. Therefore, the Project does not have the potential to damage trees, rock outcroppings, or historic buildings within state scenic highways. No other scenic resources are located within the development area. No mitigation measures are required.
- 1c No Impact: The Project site with the existing commercial building has been vacant since 2002. The visual character of the site is currently dilapidated with a boarded-up commercial door and windows along with overgrown weeds and un-kept trees and shrubs, consisting of a mix of bottlebrush, pine, palm and other small trees and shrubs. In addition to repurposing the building and making site improvements for use as a charter school campus (grades 6 – 12), the Applicant proposes enhancing the landscaping by keeping all existing trees and shrubs that remain viable, upgrading the existing irrigation system to current City standards, replacing dead and dying

landscaping with new trees and shrubs, and planting new shade trees for the charter school’s outdoor eating and activity areas. No impacts to the existing visual character or quality of the Site and its surroundings would therefore occur as a result of the proposed Project. No mitigation measures are required.

- 1d No Impact: The subject site contains an existing surface parking lot with exterior lights that will be reconfigured and relocated to accommodate a school pick-up and drop-off zone, loading zone, and outdoor play structures. Some new sources of light will therefore be introduced. Conditions of Approval placed on the project will require the applicant’s compliance with City of Highland Land Use and Development Code Table 16.40.160.A. “Site Lighting,” “Low Activity Lighting Standard.” The light levels will be confirmed during the plan check process and verified in the field at the time of building occupancy. Compliance with the City of Highland Land Use and Development Code will ensure the Project will not adversely affect day or nighttime views in the area. No mitigation measures are required.

Mitigation Measures: Not 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) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Explanation:

2a,b,c No Impact: The Site is currently developed as a 9.5-acre commercial site. As noted above in Section 1a, the Applicant proposes to make tenant improvements to the existing commercial building, approximately 108,000 square feet in size, and make site improvements to accommodate a charter school campus. The Site is therefore void of any agricultural uses or contracts. The "San Bernardino County Important Farm Land 2014," Sheet 2 of 2," Farmland Mapping and Monitoring Program, identifies the proposed Project as being located within an area designated "Urban and Built-Up Land". Urban and Built-Up Land is defined, as areas where land is developed to a minimum of 1 unit to 1.5 acres of land. Project implementation would not convert any farmland. This property is not under a Williamson Act contract. No mitigation measures are required.

Mitigation Measures: Not Required

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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)?
- d) Expose sensitive receptors to substantial pollutant concentrations?
- e) Create objectionable odors affecting a substantial number of people?

Explanation:

3a No Impact: The City of Highland is within the South Coast Air Basin (Basin) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). In this area, the SCAQMD is principally responsible for air pollution control, and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards. 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 development is consistent with the local General Plan and the regional growth projections adopted in the AQMP, then the added emissions generated by the new project have been evaluated, are contained in AQMP, and would not conflict with or obstruct implementation of the regional AQMP.

The existing General Plan designates the Project site for general commercial use with schools as an allowable use with a Conditional Use Permit. Implementation of the proposed Project would therefore not require the rezoning of the Project site or an amendment to the City’s General Plan. Since the proposed project is consistent with the General Plan, it is also consistent with the AQMP. Furthermore, limited Project construction-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). As discussed in the *Air Quality Impact Analysis* conducted by Urban Crossroads, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Project construction source emissions would not cause or substantively contribute to violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS). Therefore, a less than significant impact associated with this issue would occur and no mitigation is required.

3b, c Less Than Significant: The CEQA Guidelines require that projects be evaluated with respect to their contribution to the cumulative baseline conditions. The Project

proposes an educational use which is generally consistent with this designation based on the City of Highland's General Plan. According to Table 3-5 and Table 3-6 of the *Air Quality Impact Analysis* conducted by Urban Crossroads, the proposed Project as a middle and high school would not exceed regional and localized thresholds for construction and operational-source emissions and would therefore be considered to have a less than significant impact. Thus, it is assumed that the Project is consistent with the growth projections included in the AQMP. No mitigation measures are required.

The City designates the Project site as "General Commercial (GC), which is intended to provide for general shopping and commercial service needs for area residents and workers. The Project site is also zoned as CG. The Project is proposed to consist of the repurpose of an existing vacant retail facility for a charter school. Educational institutions typically generate fewer mobile trips than a commercial development of similar size.

The Project would generate fewer air quality emissions than the existing general plan land use and zoning designations. Furthermore, the Project would not exceed the applicable SCAQMD regional and localized thresholds for construction-source and operational-source activity. Therefore, the Project would not conflict with the growth projections of the City General Plan and would therefore, not have the potential to conflict with the AQMP. As such, the Project would not conflict with the growth projections in the City General Plan.

- 3d Less Than Significant: As stated above, the proposed Project would not exceed the SCAQMD localized significance thresholds for construction and operational-source emissions. Therefore sensitive receptors would not be adversely affected during Project construction, nor as the result of Project operations. No mitigation measures are required.
- 3e Less Than Significant: The proposed Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. No mitigation measures are 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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?

Explanation:

- 4a,b,d No Impact: The project site is currently developed well within an urbanized areas. Additionally, the City of Highland General Plan, Figure 5-1, Biological Sensitivity Map, does not identify the Project site as an area of Natural Communities or as potential Habitat Sensitive species and there are no riparian or other sensitive natural communities located within the proposed project. The proposed Project would not interfere 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. Therefore, the proposed Project would not create an impact to wildlife corridors. The proposed Project is not within a conservation plan or any other approved local, regional, or state Habitat Conservation Plan. No mitigation measures are required.
- 4c No Impact: This site is fully developed and there is no U.S. Army Corps jurisdictional drainage or wetlands on site, and therefore, no need for a 404 Permit. No mitigation measures are required.
- 4e Less Than Significant Impact: Implementation of the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. However, construction of the proposed Project may require the removal of smaller trees that are dead and/or dying due to lack of irrigation and long-term care since the Project site was closed in 2002. A landscape plan will be included to offset the loss of these trees and shrubs on site. Replacement trees will be planted at the appropriate size and maturity for the space, therefore less than significant impacts would occur related to protected trees. No mitigation measures are required.
- 4f No Impact: The proposed Project is not within or adjacent to a conservation plan or any other approved local, regional, or state Habitat Conservation Plan (HCP). No mitigation measures are required.

Mitigation Measures: Not 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:

5a&b No Impact: The proposed Project is located on a retail site that was developed in 1994. Tenant improvements will be made to the existing building onsite with associated landscaping and parking improvements. There is no proposal for new construction or ground disturbance beyond establishment of additional planter beds. Excavation in those areas will not exceed the depth of previous ground disturbance. Therefore, any change in historical resources is not applicable to this Project. Additionally, Figure 5-2 Archeological Resources of the City of Highland General Plan does not identify the subject Site as being in an area of sensitive Archeological Resources. No mitigation measures are required.

5c&d No Impact: As previously stated in 5a and 5b, this Project consists of repurposing an existing building on a developed site with no proposal for new construction or ground disturbance beyond previous excavation on site. Therefore, new construction is not likely to bring about the discovery of paleontological resources, geological features, or human remains – no impacts are anticipated with this Project. No mitigation measures are required.

Mitigation Measures: None Required

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation:

6a) i) No Impact: The City of Highland General Plan identifies in Figure 6-2, Potential Geological Hazards. The San Andres Fault System, at its closest location, is approximately one (1) mile north-east of the Site and the fault system runs in a north-

west / south-east direction. No active or potentially active faults are known to project directly through the Site, and the Site lies outside the bounds of an Earthquake Fault Hazard Zone as defined by the State of California in the Alquist-Priolo Earthquake Fault Zoning Act. Therefore, due to the lack of known fault lines on the subject Property, impacts are considered negligible. No mitigation measures are required.

- 6a) ii Less Than Significant Impact: The San Andreas Fault zone is designated to be an Alquist-Priolo Fault Rupture Hazard Zones. Motion along the San Andreas Fault zone is primarily right lateral (i.e., strike-slip faulting), although a vertical component may also be present. The San Andreas Fault zone is considered active, with major ruptures occurring between 20 and 300-year intervals at magnitudes of between 6.8-8.0. The Project as conditioned will be required to comply with the Uniform Building Code for new construction so that structures are designed to withstand severe seismic ground shaking, and impacts from strong ground shaking would be considered negligible. No mitigation measures are required.
- 6a-iii No Impact: Figure 6.3 of the City of Highland General Plan shows that the proposed site is located outside the High Liquefaction Susceptibility Area. Additionally, since no new construction is planned for the proposed site, liquefaction potential is not considered applicable to the Project. No mitigation measures are required.
- 6a-iv, c, d) No Impact: According to Figure 6.3, of the City of Highland General Plan, the proposed Site is located outside of an area of Landslide and High Liquefaction Susceptibility. Therefore, no impact to potential landslides is expected. No mitigation measures are required.
- 6b) Less Than Significant Impact: The Project may result in minor soil erosion or loss of topsoil during construction activities from wind and water erosion. The City will condition the project to submit a Storm Water Pollution and Prevention Plan, as well as, be in conformity with the Water Quality Management Plan (WQMP) for post-construction drainage. No mitigation measures are required.
- 6e) No Impact: The proposed Project will connect to the local water and sewer delivery system, therefore no impacts. No mitigation measures are required.

Mitigation Measures: Not Required

7. GREENHOUSE GASES – 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:

7a Less Than Significant Impact: Pursuant to Table 4-1 of the *Greenhouse Gas Impact Analysis* conducted by Urban Crossroads, the unmitigated operational emissions for the project will result in approximately 2.88 MTCO₂e per year. These emissions are below the SCAQMD screening threshold of 4.80 MTCO₂e per year. Therefore, operations-related emissions from the proposed Project would not have a significant direct or indirect impact on greenhouse gas and climate change. No mitigation measures are required.

7b Less Than Significant Impact: Pursuant to the *Greenhouse Gas Impact Analysis*, the proposed project is consistent with the CARB Scoping Plan Measures. The project will be subject to the City's policies and ordinances pertaining to air quality and climate change. Although the project would generate some greenhouse gas emissions, either directly or indirectly, these emissions are not considered to have a significant impact on the environment. The project's tenant improvements will be compliant to current Title 24 building requirements including energy efficient programs (e.g., lighting, appliances, etc.) and water conservation strategies. No mitigation measures are 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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?

Explanation:

- 8a Less Than Significant Impact: Construction activities for the proposed Project may involve the limited transport, storage, use or disposal of hazardous materials, such as demolition material from site work, interior and exterior of the existing building, interior improvements, and in the fueling/servicing of construction equipment on-site. However, these activities would be short-term or one-time in nature and would be subject to Federal, State, and local health and safety requirements. Long-term use and operation of the Project as a charter school campus, however, would not involve the routine transport, use, and disposal of hazardous materials. The charter school campus may require that a limited quantity of hazardous materials be stored on the Project site (e.g., for landscaping, custodial, and educational purposes). Small amounts of pesticides may be stored for the maintenance of landscaped areas and limited quantities of custodial and maintenance products, including commercial cleansers, lubricants, and paints, which would also be stored on site. Therefore, operational impacts relating to the transport, use, or disposal of hazardous materials use would be less than significant. No mitigation measures are required.
- 8b Less Than Significant: The proposed Project would not create a hazard through upset or accident conditions involving hazardous materials. As previously stated in 8a, the use of hazardous materials and substances at the proposed charter school campus during operations would be minimal and in small quantities. Any hazardous materials found during construction (e.g., interior demolition of the existing building) will be removed in accordance with local and state laws. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, state, and federal regulations governing such activities. No significant impacts associated with the accidental release of hazardous materials in the environment are therefore anticipated. No mitigation measures are required.
- 8c No Impact: The Applicant proposes the development of a charter school campus for grades 6 – 12 at the Project site. Operations from the proposed Project may involve thus use of hazardous chemical for maintenance, cleaning and with academic applications but all will be used in a controlled manner and would not bring about any expressed hazardous conditions, therefore the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials. No mitigation measures are required.
- 8d No Impact: The site of the proposed Project is not on the known list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. No mitigation measures are required.

- 8e&f **No Impact:** The proposed Project would not result in safety hazards regarding airports and airplanes. The Project site is not located within an airport safety zone. The nearest public airport is the San Bernardino International Airport approximately 2.3 miles south, and the Project site is 5.5 miles north west of Redlands Municipal Airport. The proposed Project is therefore outside of zones requiring additional safety considerations. Although aircraft flyovers may occur, they will not impact the proposed Project. No mitigation measures are required.

- 8g **Less Than Significant Impact:** According to Figure 6.6 of the City of Highland General Plan, the Project Site is located outside of both Fire Severity Zone I and Fire Severity Zone II. Primary access to the Project site is from Highland Avenue and this emergency egress along with the primary access meets the criteria for an implementable emergency evacuation plan. There is no new construction planned, and rehabilitation onsite will not involve extensive street closures during onsite construction operations and would not impair implementation or interfere with an adopted emergency response plan within the City. Offsite public improvements for traffic-related mitigations, such as a signal and/or median strip, will be conducted in accordance with the City's Building & Safety requirements. No mitigation measures are required.

- 8h **No Impact:** According to Figure 6.6, Fire Hazard and Safety Overlay Areas, of the City of Highland's General Plan, the proposed Project is not located in an area designated as a Fire Hazard Zone. Although this Project is not located within a Fire Hazard Zone, the City's Fire Marshal will review the subject Project and may require Fire Prevention Measures to be implemented as part of this Project. Therefore, no mitigation measures are 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 type="checkbox"/>	<input checked="" type="checkbox"/>

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|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>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)?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>f) Otherwise substantially degrade water quality?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <p>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?</p> | <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?
- 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?
- j) Inundation by seiche, tsunami, or mudflow?

Explanation:

9a&f No Impact: The proposed project qualifies as a re-development project, which are exempt from providing a preliminary-approved WQMP, based on Table 1-1 of the Water Quality Management Plan’s (WQMP) threshold requirements of the San Bernardino County Storm Water Program. Re-development projects that do not add or create 5,000 or more square feet of impervious surface on an already developed site are not required to provide a WQMP

The proposed re-development would remove 18,131 square feet of asphalt from the parking lot to create landscaping and pervious play areas. 10,659 square feet are used for new planters; 6,571 square feet will be turf; and 876 square feet will be permeable pavers. A total of 1,690 square feet of impervious surfaces are being added or replaced; one is a 753 square foot accessible ramp from the street to the north-west corner of the building, the other is a new 937 square foot concrete sidewalk along the middle school drop off most of which was previously impervious paving. Therefore, the Project falls below the Water-Quality Plan threshold requirements. No mitigation measures are required.

9b No Impact: This Project, as built out, will not take up groundwater or does it has it provided specific ground water recharge basins within the project site. All water supplied to the site will come from East Valley Water District. No mitigation measures are required.

9c & d No Impact: The proposed Project occupies a pre-existing site and will not alter drainage patterns on or off the site. Therefore, no mitigation measures are required.

9e No Impact: The site is pre-existing and all stormwater drainage was previously designed for its increased runoff. The minor alterations to the site will not increase the run-off nor exceed any existing stormwater facility’s capacity or cause a need for the expansion of existing facilities. Therefore, no mitigation measures are required.

9g & h No Impact: The proposed Project is located in Zone X of the Flood Insurance Rate Map (FIRM) Panel 06071C7963H, dated August 28, 2008. Zone X is described to be “Areas determined to be outside the 0.2% annual chance floodplain.” Due to the fact that the property is located within a Zone X, no mitigation measures are required.

- 9i No Impact: The Seven Oaks Dam is a single purpose flood control Project located just outside the Highland’s northeastern boundary. The Dam is a major feature of the Santa Ana River Mainstem Project designed to protect Orange, Riverside, and San Bernardino County from floods. The Dam is able to resist an earthquake measuring 8.0 on the Richter scale with any point able to sustain a displacement of four feet without causing any overall structural damage, therefore impacts are remote. According to Figure 6.5, Flood Hazards, of the City of Highland’s General Plan, the Project site is located outside the Seven Oaks Dam inundation area. Therefore, no mitigation measures are required.
- 9j No Impact: Seiche are of concern relative to large bodies water such as storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. No such water storage facilities are planned on-site or nearby. As a result, the proposed Project would not be adversely impacted by the reservoirs. No tsunamis or mudflows are anticipated due to the distance from ocean waves and natural channels. Mitigation Measures: Not Required.

Mitigation Measures: Not Required

10. LAND USE AND PLANNING -	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 No Impact: As noted under the “Description of project” the applicant is proposing the reuse of an existing commercial building for use as a school. The Project site and the surrounding area have been developed. On-site circulation will continue to permit cross property access to the public roadway system, thus the establishing of a school

in the commercial center will not physically divide an established community.

10b No Impact: The Project site is designated General Commercial by both the General Plan and the Zoning Map. Schools are permitted within this designation with a conditional use permit. A review of the Project proposal has found it to be consistent with the City’s regulatory documents and it is not in conflict with any land use plans, policies, or regulations. Therefore, this project has no conflicts. No mitigation is required.

10c No Impact: As mentioned above under 4f, the project is not part of any Habitat Conservation Plan or Natural Community Conservation Plan. No mitigation measures are required.

Mitigation Measures: Not Required

11. MINERAL RESOURCES --	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" 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&b No Impact: The proposed Project is located within Mineral Resource Zone 3 (MRZ-3). MRZ-3 Category 3 represents areas whose significance cannot be evaluated from available data. Existing mineral extraction activities are confined to the Santa Ana River Wash Basin, which is designated as open space in the City General Plan. Existing mineral extraction activities are confined to the Santa Ana River Wash Basin, which is located approximately 2.6 miles south-east of the project site. Additionally, as a fully developed site with no new construction or excavation proposed, the Project does not have the potential to result in the loss of either known or local important mineral resources. No mitigation measures are 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

12a Less Than Significant with Mitigation: As noted under the “Description of Project”, the Applicant is proposing to make tenant improvements to a developed commercial site conversion to a middle and high school by repurposing an existing 108,00 square-foot vacant retail building and modifying drive aisle and parking area, and landscaping improvements on the project site. Short-term impacts associated with construction will be minor in nature; however, these short-term impacts should not exceed noise thresholds established in the City's General Plan. The Project will not utilize external bells or broadcast systems although operational use of the site may include noises

from outdoor activity from students at play which should not exceed the 65 dBA CNEL noise level to neighboring properties.

Additionally, the Project site is located within the 65 dBA CNEL noise level contour boundaries of the Future Roadway Noise Contours of the City of Highland General Plan Noise Element along Highland Avenue to the north and within the 70 dBA CNEL from I-210 to the south. Therefore, outdoor areas are shown to experience noise levels which will satisfy the City of Highland General Plan Goal 7.1, Action 1 70 dBA CNEL exterior noise level criteria for school playground uses. The activities on the Project site will thus contribute a *less than significant* operational noise level impact to the existing ambient noise environment to the neighboring properties. No mitigation measures are required.

However, to provide the necessary interior noise level reduction, the Project's necessary building modification will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). The anticipated unmitigated noise levels at the building façade are expected to approach 65-70 dBA CNEL. Standard building construction provides a noise reduction of 25 dBA CNEL so the interior noise levels within Project classrooms will approach 40-45 dBA CNEL satisfying the 45 dBA CNEL interior noise level criteria of the City of Highland General Plan Noise Element, Goal 7.1, Action 1. The interior *Noise Impact Analysis* provided by Urban Crossroads, shows that with the recommended interior noise abatement described below measures (**Mitigation Measure NOS-1**) the Project will satisfy the City of Highland General Plan Noise Element. Thus, the project will have a less than significant impact to the occupant of the facility.

Mitigation Measures NOS-1

To provide the necessary interior noise level reduction the following recommended interior noise abatement measures shall be implemented.

- **Windows:** All windows shall be well fitted, well weather-stripped assemblies and shall have a minimum, standard sound transmission class (STC) ratings of 27 for the classrooms within the Project building.
- **Doors:** All exterior doors shall be well weather-stripped and have minimum STC ratings of 25. Well-sealed perimeter gaps around the doors are essential to achieve the optimal STC rating.
- **Walls:** At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- **Ventilation:** Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use and still receive circulated air. A forced air circulation system (e.g. air conditioning) or active ventilation system (e.g. fresh air supply) shall be provided which satisfies the requirements of the Uniform Building Code.

12b Less Than Significant Impact: Only minimal ground-borne vibration or noise would be created during the Project site's construction. No significant vibration impacts are expected to result from the proposed Project. No excessive ground-borne vibration or

noise would be created by the operation of the proposed charter school campus. Temporary increase in vibration levels associated with project construction would be temporary and less than significant. No mitigation measures are required.

- 12c Less Than Significant Impact: Development of the Site would increase the existing noise environment through stationary noise and mobile noise sources. These include the following operational noise sources: roof-top air conditioning units, parking lot vehicle movements, student drop-off and pick-up, loading and unloading of delivery trucks, and outdoor area activity during recess, lunch and after-school periods. No outdoor public address or sound amplification devices are planned as part of the project (e.g., bell systems). The CEQA Guidelines requires that projects be evaluated with respect to their contribution to the existing ambient noise levels. The Project Site comprising 9.5 acres with the proposed educational use would produce very low noise levels.

The project is estimated to generate 560 A.M. peak hour trips and 352 P.M. peak hour trips for a total of 2,016 vehicular trip-ends per day, Monday through Friday. However, due to distance, contours, and low volume/speed, the traffic noise will not make a significant contribution to the noise environment. Impacts related to permanent increases in ambient noise levels in the project vicinity are less than significant. No mitigation is required.

- 12d Less Than Significant with Mitigation: Construction noise is considered a short-term and temporary impact and could be considered significant if construction activities are undertaken outside the allowable times as described by the City's Municipal Code Section 8.50.060 (L). The Project-related short-term construction noise levels are expected to approach 60.9 dBA Leq and will satisfy the 85 dBA Leq threshold identified by the National Institute for Occupational Safety and Health (NIOSH) at all receiver locations as noted in the NIA. Therefore, all nearby sensitive receiver locations will experience less than significant impacts from project construction noise levels. No mitigation is required.

Although construction noise is temporary, intermittent, and of short duration, and will not present any long-term impacts, the restrictions set forth in **Mitigation Measure NOS-2** will reduce any potential increases produced by the construction equipment to the nearby noise-sensitive residential land uses.

Mitigation Measures NOS-2

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating Project construction activities shall only occur between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, with no activity allowed on weekends and holidays (City of Highland General Plan Noise Element, Goal 7.3, Action1). The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.
- During all Project site construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained

mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.

- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receivers nearest the Project site (i.e., to the center) during all Project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment (between the hours of 7:00 a.m. and 6:00 p.m. on weekdays, with no activity allowed on weekends and holidays). The contractor shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.

12e&f Less Than Significant Impact: The proposed Project is located 2.3 miles away from the San Bernardino International Airport (SBIA) and is not within close proximity of private use airports. The SBIA runways are oriented southwest to northeast, whereas the Project site is located to the north of the airport and is not located within the approach or take-off areas at either end of the runway. As such, the Project would not be exposed to substantial noise from SBIA, as shown on Exhibit 3-B of the *Noise Impact Analysis*. The Project site is located outside of the 65 dBA CNEL noise level contour boundaries of the airport. Accordingly, people at the Project would not be exposed to excessive noise levels from nearby airport operations. No mitigation measures are required.

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

Explanation:

13a No Impact: The proposed Project, a charter school campus serving middle and high school students, would not increase area wide student enrollment, but instead would allow students the choice to attend the proposed charter school over another local school after grade 5. In other words, the proposed Project would only redistribute students across schools in the geographical areas serviced by the San Bernardino City Unified School District, and not necessarily increase total student enrollment. Therefore, the proposed Project itself would not directly or indirectly induce population growth. The Project also does not include any features such as new homes or businesses that may induce growth, nor indirectly induce growth through the extension of roads or other infrastructure as no new infrastructure or roads are proposed. No mitigation measures are required.

13b&c No Impact: The Project site has been vacant since 2002 and was previously in use as a retail store; is has never been in use as housing. Therefore, the proposed Project would not result in the displacement of existing housing or displace a substantial number of people resulting in the construction of replacement housing elsewhere. No mitigation measures are required.

Mitigation Measures: Not Required

14. PUBLIC SERVICES

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Explanation:

14a No Impact. Fire suppression, prevention, and medical services are critical to the protection of people, property, and the natural environment. The California Department of Forestry and Fire Protection (CalFire) provides fire protection and emergency medical services to the City of Highland through a cooperative agreement. The City has three (3) fire stations: Station 541 located at 26974 Base Line; Station 542 located at 29507 Base Line; and Station 543 located at 7469 Sterling Avenue. Impacts on Fire protection due to the adaptive reuse of the Project are negligible as service connections are already provided. No mitigation measures are required.

14b No Impact. The protection of City’s residents, visitors, businesses, and property from crime depends on the adequate provisions of law enforcement services, supporting facilities, and prevention strategies. This protection is provided to the City of Highland through a contract with the San Bernardino County Sheriff for its law enforcement and police services. Impacts on Police protection due to the adaptive reuse of the Project are negligible as service connections are already provided. Therefore, no mitigation measures are required.

14c No Impact. The proposed Project, a charter school for middle and high school students, is located within the service boundaries of the San Bernardino City Unified School District (SBCUSD), and students have an option to attend either a charter school or a traditional local school for their education. As previously stated in 13a, the

proposed Project would only redistribute students across schools in the geographical areas serviced by the SBCUSD and not necessarily increase total student enrollment. Therefore, the proposed Project will not result in any substantial adverse physical impacts or new needs for public services. No mitigation measures are required.

- 14d No Impact: This project proposes the adaptive reuse of a commercial site to a charter school with its own private recreational facilities. Base on the use of the site the project will not contribute to a need for expanded park services in the community. With the proposed outdoor play and recreational facilities and the schools closed-campus policy, so no physical activities will take place beyond the project Site. No mitigation measures are required.
- 14e Less Than Significant Impact: The proposed charter school facility will include a library, which would reduce the potential for impacts to other local libraries. However, student may utilize the local library to enhance their academic studies. In addition, no residential units are included as part of the proposed Project which would result in a permanent increase in population resulting in a need for new or expanded library facilities. Therefore, any increase in use of public libraries would be less than significant. No mitigation measures are required.

Mitigation Measures: Not Required

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

Explanation:

15a&b No Impact: The proposed Project will have no incremental impact on existing neighborhood and regional park and recreational facilities. As previously stated in 14d, the proposed Project will develop all school indoor and outdoor play and recreational

facilities on-site. These indoor and outdoor facilities will be for use during each school day for recess, lunch, and after-school programs, so no physical/recreational activities will take place beyond the project Site.

Additionally, Applicant proposes that its charter school facility may be available during off-school hours for permitted use by public and nonprofit organizations, which would add to the available recreation space in the community. With the availability of shared-use exterior and interior spaces for recreational use onsite, the Project is anticipated to have a beneficial effect on the community. No mitigation measures are 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

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|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |

Explanation:

16a, b Less Than Significant with Mitigation: It should be noted that the proposed Project fronts Highland Avenue within the City of Highland. However, Highland Avenue to the west of Victoria Avenue and to the north and east of the Project are located within the City of San Bernardino. While the General Plan cross-sections for Highland Avenue within the respective General Plan Circulation Elements are similar, the City of San Bernardino identifies Highland Avenue as a 6-lane facility while the City of Highland identifies a 4-lane facility. While this traffic analysis demonstrates that a 4-lane facility is sufficient to accommodate near-term cumulative traffic (see Table 6-1), it is anticipated that long-range traffic volumes along Highland Avenue may require a 6-lane facility in order to accommodate acceptable peak hour operations at key intersections along the arterial [see Urban Crossroads *REAL Journey Academies Traffic Impact Analysis* (ITA) Table 7-3].

For purposes of analyzing California Environmental Quality Act (CEQA) impacts, the City of Highland utilizes the following thresholds of significance. First, when the pre-Project condition is at or above LOS D and Project traffic causes deterioration below LOS D, a significant impact is deemed to occur. However, when the pre-Project condition is already below LOS D (i.e., LOS E or F), as it is at several locations, the Project will be responsible for fully mitigating its impacts to a level of service equal to or better than it was without the Project. Thus, for intersections currently operating at LOS E or F during either the AM and/or PM peak hour under existing conditions, improvements have been identified to mitigate the impacts of the Project to an intersection LOS that is equal to or better than pre-Project conditions

Trips generated by the Project’s proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition, 2012. The proposed Project is anticipated to generate a net total of 2,016 vehicle trip-ends per day with 560 AM peak hour trips and 352 PM peak hour trips. Based on the traffic analysis on the surrounding roadway system this project will have significant impacts at four intersections as defined in Table 3-1 of the ITA that will require mitigation.

Project mitigation may include a combination of fee payments to established programs, construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the City’ discretion). When off-site

improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, has been provided on Table 1-3 for the deficient intersections shown subsequently on Table 1-4 or the ITA. This Project's contribution to significant cumulative impacts can be reduced to less-than-significant and less than cumulatively considerable with the implementation of the following mitigation measures:

Mitigation Measure TRAN 1

The following improvements are necessary at Arden Ave. / Highland Ave. to reduce the Project's proportionate increase in delay to pre-project levels or better, thus reducing the Project's cumulative impact to less-than-significant:

- Contribute fair share towards the construction of a 2nd northbound left turn lane and a 2nd westbound left turn lane at the intersection.

Mitigation Measure TRAN 2

Prior to the issuance of building permits, the Project Applicant shall participate in the City of Highland's DIF program by paying the requisite DIF fee at the time of building permit; and in addition, shall pay the Project's fair share for the improvements identified in Table 1-4 that are consistent with the improvements shown on Table 7-3, or as agreed to by the City of Highland and Project Applicant.

Mitigation Measure TRAN 3

Prior to the issuance of building permits, the Project Applicant shall participate in the City of San Bernardino's DIF program by paying the requisite DIF fee at the time of building permit; and in addition, shall pay the Project's fair share for the improvements identified in Table 1-4 that are consistent with the improvements shown on Table 7-3, or as agreed to by the City of San Bernardino and Project Applicant.

- 16c No Impact: Although the San Bernardino International Airport is located approximately 2.3 miles away from the Project site, the Project does not include any design features or development that would alter air traffic patterns. No mitigation measures are required.
- 16d No Impact: The proposed design of the site modification will not create a hazardous design. No roadway changes are proposed due to the existing nature of the entire commercial site in which the project is located. The project has been reviewed by the City's Public Works / Engineering Department to ensure no hazards have been created by the on-site design. Therefore, no mitigation measures are required.
- 16e No Impact: Emergency vehicles will be able to access the site via Highland Avenue and Victoria Avenue. The Proposed parking lot design has been reviewed by the City's Fire Marshal to ensure appropriate access is provided into the gated areas and around to all perimeters of the building. No mitigation measures are required.

- 16f No Impact: The project site has a surplus of parking based on the original commercial use. After site modifications the number of parking stalls proposed with the project will be consistent with the City of Highland Land Use and Development Code Standards for the proposed uses on-site. Therefore, no mitigation measures are required.
- 16g No Impact: No bus turnouts are proposed for the project as existing bus service exists on Highland Avenue and Victoria Avenue. Bike racks will be installed onsite to provide an alternative mode of transportation. Therefore, no mitigation measures are required.

Mitigation Measures: TRAN-1, TRAN-2, and TRAN-3

17. 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"/>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/> | <input checked="" 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:

17abde Less than Significant Impact: The proposed Project has existing water and sewer services that are provided by the East Valley Water District. Although, the project's reuse of the commercial retail building to a school services can be provided and will not necessitate the construction of any new facilities. No mitigation measures are required.

17c No Impact: The proposed Project will not necessitate the construction of any new storm drain facilities. During construction the Applicant will be required to comply with all SWPP, WQMP, and Best Management Practice Guidelines prior to discharging any water off-site. No mitigation measures are required.

17f&g Less than Significant Impact: Solid waste services to the City of Highland are provided through contracts with Burrtec Waste Management Inc. The majority of collected waste is disposed of in the San Timoteo landfill. The San Timoteo landfill is located approximately 15 miles to the southeast and south of the City of Redlands, and at present disposal rates, is expected to operate to 2022. The San Timoteo landfill is classified as a Class III landfill suitable for disposal of non-hazardous and general municipal waste and it is owned and operated by the County of San Bernardino. Capacity at the local landfills is sufficient to serve the Site and impacts from this issue are considered to be less than significant. The proposed Project will be constructed in compliance with all federal, state, and local statutes and regulations including a waste diversion plan to be implemented when construction begins.. No mitigation measures are required.

Mitigation Measures: Not Required

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. 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"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation:

18a No Impact: As assessed under Biological Resources (4a,b) the City of Highland General Plan, Figure 5-1, Biological Sensitivity Map, does not identify the project site as an area of Natural Communities or as potential Habitat Sensitive species. In addition there is no riparian or other natural community located within the proposed project site as the site is vacant and devoid of trees with very limited non-native vegetation. The proposed Project is internal to the urbanized area of the city and it does not contain any suitable habitat, thus it would not interfere substantially or otherwise 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. Therefore, the proposed Project would not create an impact to wildlife corridors. The proposed Project is not within a conservation plan or any other approved local, regional, or state Habitat Conservation Plan. Therefore, the proposed Project would not 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.

The proposed Project is located on a retail site that was developed in 1994. The project will involve improvements to the existing building with associated landscaping and pavement improvements. There is no proposal for new construction or ground disturbance beyond establishment of additional planter beds. Excavation in those areas will not exceed the depth of previous ground disturbance. Therefore, any exposure to historical resources are not applicable with this Project. Additionally, Figure 5-2 Archeological Resources of the City of Highland General Plan does not identify the subject Site as being in an area of sensitive Archeological Resources. No mitigation measures are required.

- 18b Less Than Significant Impact: As discussed in the respective issue areas of this study, the proposed Project's traffic impacts contribute to roadway intersection already considerably impacted. Given that four location are below acceptable threshold the impact from the project are limited themselves but are defined as cumulatively considerable given the existing conditions. However, these potential significant impacts can be mitigated to a level of insignificance with mitigation measures **TRAN-1**, **TRAN-2**, and **TRAN-3**. With the implementation of these measures those impact will be considered less that significant. Mitigation measures are required.

Mitigation Measures: **TRAN-1**, **TRAN-2**, and **TRAN-3**

- 18c Less Than Significant Impact with Mitigation Incorporated: This report analyzed the proposed Project's potential impacts to humans related to air quality, greenhouse gases, noise, and traffic issues. As explained in the previous sections of the report noise and traffic had the only potentially significant impacts on human beings but those impacts can be mitigated to a level of insignificance with the implementation of the mitigation measures **NOS-1** and **NOS-2** and **TRAN-1**, **TRAN-2**, and **TRAN-3**. Therefore, with mitigation, the Project would have no substantial adverse effects on human beings, either directly or indirectly.

Mitigation Measures: and **NOS-1**, **NOS-2**, **TRAN-1**, **TRAN-2**, and **TRAN-3**