

**PLANNING COMMISSION REGULAR MEETING MINUTES
November 15, 2022 – 6:00 P.M.**

CALL TO ORDER

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

Present:	Chair	Randall Hamerly
	Vice Chair	Chandra Thomas
	Commissioner	Edward Amaya
	Commissioner	Jarrold Miller

Absent:	Commissioner	Jessica Sutorus
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Staff Present:	Lawrence Mainez, Community Development Director
	Kim Stater, Assistant Community Development Director
	Carlos Zamano, City Engineer
	Camille Goritz, Administrative Assistant III

The Pledge of Allegiance was led by Chair Hamerly.

COMMUNITY INPUT (ITEMS NOT ON THE AGENDA)

None.

CONSENT CALENDAR

1. Minutes from the October 18, 2022 Regular Meeting.

A MOTION was made by Commissioner Miller, seconded by Commissioner Amaya, to approve as amended. Motion carried, 4-0, with Commissioner Sutorus being absent.

PUBLIC HEARING

2. Consideration of an Initial Study / Mitigated Negative Declaration for a City project to build 2.3 miles of Class I and Class II bikeways and appurtenant features along City Creek Levee and Alabama Street.

Assistant Community Development Director Stater presented the staff report.

Commissioner Amaya asked regarding the upkeep of the trail for the future is that going to be between the cities of Highland and San Bernardino?

City Engineer Zamano stated yes, the portion that pertains to the City of San Bernardino is very small, which they'll have to maintain that themselves. The Class 2 bikeway that would be constructed along the segment on Palm Avenue between 3rd Street, the south city limit. Our city is going to be required to do the maintenance, in particular on City Creek within Flood Control jurisdiction.

Commissioner Amaya stated there are a lot of homeless and in the future if there are encampments, would Public Works be going out and maybe doing outreach?

City Engineer Zamano stated we will do that. We'll coordinate with Code Enforcement Officer Owens and with Staff to make sure we address the homeless issue because it's out there and we know that this project unfortunately is going to attract more. We will even involve the Sheriff's Department as necessary.

Commissioner Miller asked in the sections it looks like it's PCC concrete that is being proposed for the trails, is that correct?

City Engineer Zamano replied correct.

Commissioner Miller asked it looks like 70-78 foot wide and in some cases a 93-foot wide, concrete impervious surface added the top of the levee?

City Engineer Zamano stated no, the cross sections that you're looking at, is the cross section for Alabama Street and 3rd Street.

Commissioner Miller stated ok, we are looking at an 18-foot impervious section that will be added to the top of the levee.

Assistant Community Development Director Stater stated yes, 18 and 16 at the bottom.

Commissioner Miller stated so you're potentially generating a significant amount more of runoff than what currently occurs there, and if we looked at the condition of those side slopes, those side slopes are barren, not stabilized features. Is there going to be mitigation measures in place to address the potential additional runoff?

City Engineer Zamano stated yes, to address the drainage that is now going to be collected that is something that we are doing as part of the design effort. KOA is the consultant who's doing the design for this project. Unfortunately, the Engineer that is working on this project was unable to be at the meeting, but there are measures in place.

Commissioner Miller stated these levee systems are really important and adding features that could potentially contribute to erosion is certainly a concern, and if we could address it in the design then that limits the amount of funds that you are spending on maintenance. In addition to that, negotiating your 401 and 404 permit with the resource agencies they are going to want to see some level of mitigation. This is a recommendation and a concern based on the location of this bike path being on the top of a levee. The levee right now is a provisionally accredited levee, is there any correspondence or coordination that needs to occur with FEMA based on fill quantities or grading?

City Engineer Zamano stated we are still going through the permit process, but we do not think so because we are not going to change the grades all that significant. We won't create more work than we need to construct this facility.

Commissioner Miller stated the specific elevations that run along that edge condition, we are containing the 100-year storm within that channel and raise it a little bit to add a little bit of additional protection. Regarding drainage and looking at the checklist included in the initial study when we look at the items under hydrology and water quality most of them are either identified as less than significant impact or no impact. As it relates to potential erosion there are some potential impacts there that can be mitigated with adequate design and drainage, but right now that's identified as less than significant impact. Could the consultant speak to that about the rationalization for including a less than significant impact for erosion?

Freddie Olmos, Environmental Consultant stated to your question regarding erosion the project will have a Water Quality Management Plan (WQMP) and there would be a best management practices to help control with erosion. So, the justification for the lesser significant impact was using Public Works the City of Highland standard best management practices to control erosion which also includes the WQMP.

Chair Hamerly asked if your BMPs are primarily during construction, are there any specific permanent measures that are included as city standards?

Freddie Olmos stated that would be part of KOA's design.

Chair Hamerly stated so, for paving a big portion of levee, is it the intent that the primary direction of flow or drainage would be directing all the water into the channel or away from the channel?

City Engineer Zamano stated our intent is to keep the drainage away from the channel because of erosion issues, but again, we're still working through those details in the design.

Chair Hamerly stated it looks like that curb is intended to direct the water away from one of those slopes and direct at the other direction. If it is on the outer portion of it, if you have a levee, I am assuming it is compacted so that it's stable and able to resist the force of the water during storm events. How much would that material percolate in reality that's been thoroughly compacted as a levee?

City Engineer Zamano stated we will have to look at the design, we would have to look at it and evaluate it and then see if there's opportunity to connect it to an existing storm drain nearby or something to that effect.

Chair Hamerly stated regarding the disturbance, my understanding was most of that Channel was pretty well torn up not that long ago, and this doesn't look like the scope of this project has much additional grading. How many of these mitigation measures are just boilerplate and how many have really been identified as impacting on the levee now?

Freddie Olmos stated the project length is 2.3 miles and so we did do a site-specific biological survey twice and a Biological Reconnaissance survey. Reconnaissance survey covers 100% of the project site and a 500-foot buffer so you do identify direct impacts, and anything right adjacent to it. Also, what could happen from noise or dust, in particular to plants or animals that are adjacent to the project site. We identified Woolly Star that were growing right up to the street, and we did a survey on the Kangaroo Rat which is in a federally endangered species, and it was found and caught. The project will have to go through a biological assessment with the United States Fish and Wildlife Service (USFWS) and State Fish and Wildlife Service to get a site-specific Incidental Take Permit for the federal and state endangered species.

Chair Hamerly stated under the project description, some of the things noted were the pavement striping and pavement markings, is this stretch part of a larger program and if there are mileage markers just to indicate how far you're walking, running, and riding?

City Engineer Zamano stated I don't recall if we've included that, but that's not a bad idea to add it in and see how much it is to incorporate that.

Chair Hamerly asked since there is very little grading, the chances of getting to a depth sufficient to discover any paleontological resources is probably minimal?

City Engineer Zamano stated we think so, but we don't know for sure.

Chair Hamerly asked How far north is it ultimately proposed to take it? Is it going to end at Highland Ave or is Base Line the ultimate terminus?

City Engineer Zamano stated Base Line. I've had conversations with Caltrans already because we're actually looking at excluding that little bit from this project and folding it into the Base Line Bridge replacement at City Creek Project, because what we've discovered is that in order to construct a portion of this trail, we need to have built the new bridge.

Chair Hamerly asked is Boulder Avenue proposed to be an underpass and obviously under 210 freeway?

City Engineer Zamano stated yes, the segment at Boulder Ave and City Creek has already actually been built.

Chair Hamerly stated the abutments underneath the bridge, were those areas developed so that it doesn't become an attractive shelter?

City Engineer Zamano stated we did consider that, but if we do not do the vertical wall, it pushes us further into the Creek, and you have to strike that balance. We are trying not to make it an attractive look for the homeless, but the problem is, no matter what we do, you're going to attract them to this area. We will just have to be vigilant to make sure we keep them out and our public works staff will be monitoring these areas after they're built and then monitor them regularly.

Chair Hamerly stated a big portion of the report was stating site prep and construction, has work has already been done? It is on appendix A, the air quality model data outputs.

Freddie Olmos stated there is a section regarding air quality greenhouse gas and energy, so we run models and that was in 2021 with the inputs for construction and operation. It's a scenario.

Chair Hamerly opened and closed the public hearing.

A MOTION was made by Commissioner Amaya, seconded by Vice Chair Thomas, to adopt Resolution No. 2022-043, adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for Environmental Application No. ENV 19-001.

PC RESOLUTION NO. 2022 – 043

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR A PROJECT TITLED 'CITY CREEK-ALABAMA STREET BIKEWAYS PROJECT CITY PROJECT NO. str17001' LOCATED ALONG THE WEST LEVEE OF CITY CREEK FROM BASE LINE TO ALABAMA STREET WITHIN THE CITY OF HIGHLAND AND ALONG BOTH SIDES OF ALABAMA STREET FROM 3RD STREET SOUTH APPROXIMATELY 2,000 FEET WITHIN THE LIMITS OF THE CITIES OF HIGHLAND AND SAN BERNARDINO (ENVIRONMENTAL REVIEW NO. ENV-19-001)

ANNOUNCEMENTS

The next Planning Commission meeting is scheduled December 6, 2022.

ADJOURN

There being no further business, Chair Hamerly declared the meeting adjourned at 6:47 p.m.

Submitted by:

Approved by:

Camille Goritz, Administrative Assistant III
Community Development Department

Randall Hamerly, Chair
Planning Commission