Barton Road Dutch Bros Project

Initial Study and
Mitigated Negative Declaration

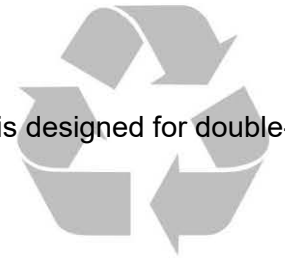
Lead Agency:

City of Grand Terrace
Planning and Development Services
22795 Barton Road
Grand Terrace, California 92313

Prepared by:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

Public Review Draft
December 17, 2024



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1 Introduction

The City of Grand Terrace (City or Lead Agency) received an application from Dutch Bros Coffee, LLC (applicant) for construction and operation of a 984-square foot coffee shop with drive-through and walk up service (project) located on a 1.0-acre site at 22115 Barton Road in the City of Grand Terrace, California. The application includes Environmental Review (E 24-01), a Conditional Use Permit (CUP 24-02) for operation of the proposed drive-through coffee shop, and Site and Architectural Review (SA 24-03). The approval of the application for the coffee shop constitutes a project that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code §§ 21000, *et seq.*), and the CEQA Guidelines (14 California Code of Regulations §§ 15000, *et. seq*.).

This Initial Study was prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed project. This Initial Study was prepared to comply with CEQA Guidelines § 15063, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2);
- Identification of the environmental setting (see Section 2.8);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Section 4.11; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 6).

1.1 – Purpose of CEQA

CEQA § 21000 of the California Public Resources Code provides as follows:

The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing

environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the state to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in CEQA § 21002, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts in the Initial Study. Materials related to the preparation of this Initial Study are available for public review in person. To request an appointment to review these materials, please contact:

Scott Hutter, Planning Director
Planning and Development Services
22795 Barton Road
Grand Terrace, California 92313
(909) 824-6621 Ext. 225

All written comments received during the 20-day public review period for the Initial Study and Mitigated Negative Declaration will be considered by the City of Grand Terrace prior to adoption.

2 Project Description

2.1 – Project Title

Barton Road Dutch Bros Project

2.2 – Lead Agency Name and Address

City of Grand Terrace
Planning and Development Services Department
22795 Barton Road
Grand Terrace, California 92313
(909) 824-6621

2.3 – Contact Person and Phone Number

Scott Hutter, Planning Director
(909) 824-6621 Ext. 225

2.4 – Project Sponsor's Name and Address

Dutch Bros Coffee, LLC
110 SW 4th Street
Grants Pass, Oregon, 97526

2.5 – Project Location

The City of Grand Terrace is located in southwest San Bernardino County adjacent to the San Bernardino/Riverside County line, approximately 3.5 miles northeast of downtown Riverside (see Exhibit 1, Regional Context Map). The project site is located at 22115 Barton Road, which is on the south side of Barton Road between Michigan Street and Commerce Way (see Exhibit 2, Project Vicinity Map). The project site is comprised of two parcels (Assessor Parcel Numbers (APNs) 1167-231-10 & -11), and a vacant lot located immediately to the south of these parcels that does not have an APN. The site is located approximately 0.8 miles east of the Barton Road on-ramp to Interstate 215 (I-215), approximately 2.5 miles southwest of the I-215/Interstate 10 (I-10) Interchange, and approximately 3.4 miles northeast of the I-215/State Route 60 (SR-60) Interchange.

- Latitude 34° 02' 0.25" North, Longitude 117° 19' 19.57" West
- APNs 1167-231-10 & -11

2.6 – General Plan Land Use Designation

General Commercial

2.7 – Zoning District

Barton Road Specific Plan (BRSP) – General Commercial (Planning Area 1)

2.8 – Environmental Setting

The project site is located within a suburban portion of the County of San Barnardino immediately adjacent to the County border with Riverside County to the south. The City of Grand Terrace is a mostly developed area of the County that is undergoing rapid development. The project site is located in an area that is generally characterized by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. Part of the approximately 1.0-acre project site is developed with an approximately 1,341-square foot former auto repair shop/fueling station and approximately 15,815 square feet of associated asphalt parking. Approximately 26,575 square feet of the project site is vacant land comprised of ruderal vegetation maintained pursuant to the City's Fire Code. There are no trees located on the project site and no vegetation that could be used as habitat for wildlife. The project site is relatively flat and generally slopes from northeast to southwest, with an elevation ranging from approximately 999 feet above mean sea level (AMSL) in the northeast corner of the site to approximately 990 feet AMSL in the southwest corner of the site. The project site is located immediately east of the Barton Road on-ramp to I-215. The project site is located approximately 0.60 miles east of the Burlington Northern Santa Fe (BNSF)/Metrolink Inland Empire railroad line. The project site is located approximately 5.5 miles southwest of the San Bernardino International Airport and approximately 5.5 miles northeast of Flabob Airport, a public-use airport in the City of Jurupa Valley. The project site is located approximately 0.75 miles south of the Santa Ana River.

2.9 – Surrounding Land Uses

The project site is bound by Barton Road to the north, Commerce Way to the east and south, and Michigan Street to the west. Michigan Street is a cul-de-sac. Land uses in the immediate area include a gas station and skating rink to the west (on the opposite site of Michigan Street), Grand Terrace Elementary School and Lions Club community center to the north (on the opposite side of Barton Road), and commercial shopping centers to the east and south (on the opposite side of Commerce Way). Surrounding uses and land use designations are summarized in Table 1 (Surrounding Land Uses).

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	General Commercial	BRSP – General Commercial (Planning Area 1)	Former Auto Repair Shop/Fueling Station; Vacant
North	Public	BRSP – General Commercial (Planning Area 1)	Grand Terrace Elementary School; Lions Club Community Center
South	General Commercial	General Commercial	Commercial Shopping Center
East	General Commercial	BRSP – General Commercial (Planning Area 1)	Commercial Shopping Center
West	General Commercial	BRSP – General Commercial (Planning Area 1)	Gas Station; Skating Rink

2.10 – Project Description

The proposed project would include demolition of the existing auto repair shop building and construction of a 984-square foot Dutch Bros coffee shop with drive-through and walk-up service (see Exhibit 3, Preliminary Site Plan). The project would also include approximately 17,577 square feet of ornamental landscaping, 12,063 square feet of parking and drive aisles, and 2,835 square feet of walkways. The proposed drive-through portion of the project would include a double drive-through lane with approximately 620 linear feet of stacking to accommodate 29 vehicles and an exit/bypass lane. The proposed parking area would include a total of 9 parking stalls, one of which would be Americans with Disabilities Act (ADA) accessible.

Vehicular access to the proposed project site would be provided via four driveways. Vehicular access to the proposed parking area would be provided via a 26-foot wide driveway in the northwestern portion of the site, which would provide for both ingress and egress. Vehicular access to the proposed double drive-through lane would be provided via two new driveways in the southwestern portion of the site: a 26.9-foot wide driveway at the terminus of the Michigan Street cul-de-sac and a 25.6-foot wide driveway off of Commerce Way. In addition, the project would provide a 17-foot wide exit-only driveway in the southern portion of the parking area just north of the drive-through entrance. Vehicles exiting the drive-through lane would be directed to exit via the driveway in the northwestern portion of the site, while vehicles in the parking area would be directed to exit via both driveways.

The proposed coffee shop building is designed to be visually interesting and would be constructed with a variety of quality building materials including stone veneer stucco and hewn wood, offering simple yet bold colors that have become associated with the Dutch Bros brand (see Exhibit 4, Color Renderings). Vertical and horizontal façade breaks, building massing, and modulation have been incorporated into the design of the proposed building to provide visual breaks (see Exhibit 5, Building Elevations). The highest point of the proposed building would be 24 feet above grade and all mechanical equipment located on the roof would be screened from view with a parapet. The proposed coffee shop would include multiple preparation areas, a walk-in cooler, a unisex/accessible restroom for employees, a mechanical room, an electrical room, a drive-through service window, and a walk-up service window (see Exhibit 6, Coffee Shop Floor Plan). Metal awnings would be provided above all entrances to the proposed coffee shop building, including above the drive-through window, and a 280-square foot canopy would be included to provide weather protection over the walk-up customer window on the south side of the building.

A roofed and gated masonry trash and recycle enclosure would be included in the southern portion of the parking area between the drive-through entrance and the exit-only driveway. The trash enclosure would be architecturally compatible with the coffee shop building and would be situated to accommodate front-loading by the waste hauler without blocking the drive-through lanes or drive aisles in the parking area.

The proposed project would include signs throughout the site in order to create the best possible flow for vehicles and pedestrians and allow for the maximum queuing of vehicles possible to reduce the impact of spillover onto public roads. The project would include a monument sign, menu signs, drive-through signs, parking lot signs, and directional signs. Colorful and visually interesting wall signs depicting the Dutch Bros Coffee logos would be included on all sides of the building. Signs would be constructed with quality materials and properly installed under separate permits.

Site lighting would also be included for the safety and security of customers, pedestrians, and employees. Outdoor lighting and illumination would include parking lot security lighting and pedestrian scale lighting within the patio space outside the walk-up window and along the pedestrian pathway.

Exterior building lighting would also be installed on the building façade, and the drive-through area would be provided with security lighting. All lights would include shields to direct light toward the project site and to prevent glare and light-spillover onto adjacent land uses and rights-of-way.

Dutch Bros Coffee is proposing to operate the coffee shop up to 24 hours a day. Operation would include three shifts with four to eight employees per shift, based on how busy the coffee shop is at any given time. The project would generate an estimated three to four full-time employees and 25 to 30 part-time employees.

The project site is currently zoned General Commercial within the Barton Road Specific Plan – Planning Area 1 General Plan Land Use Designation. A Conditional Use Permit is required for the 24-hour drive-through use and a Site and Architecture Review is required for the commercial site development.

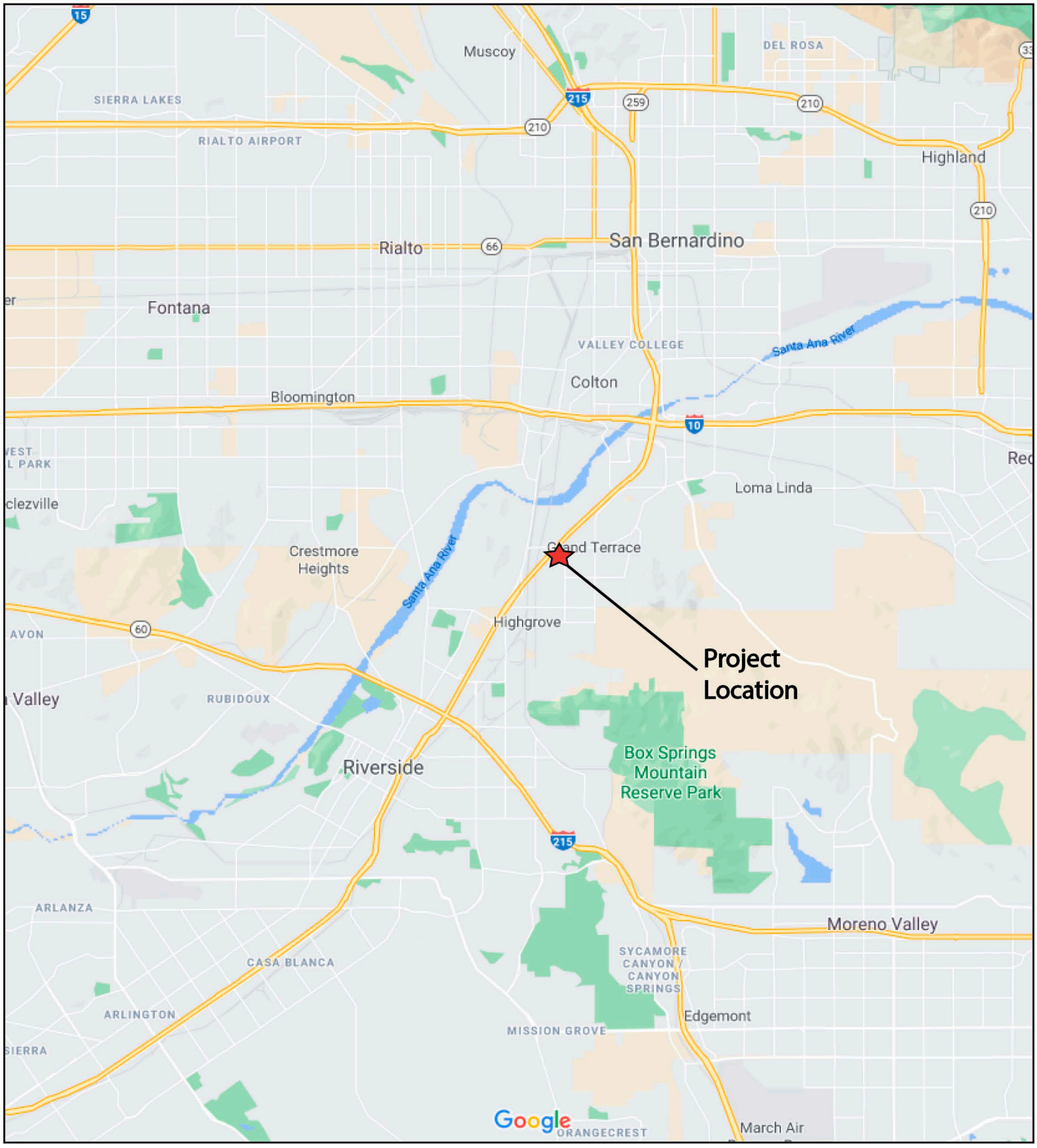
2.11 – Required Approvals

The proposed project will require the following land use approvals:

- Environmental Review (E 24-01)
- Conditional Use Permit (CUP 24-02)
- Site and Architectural Review (SA 24-03)

2.12 – Other Public Agency Whose Approval is Required

- None.



Source: Google Maps

Not to Scale

Exhibit 1 Regional Context Map

Barton Road Dutch Bros Project
Grand Terrace, California

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Source: Google Earth

- Project Site

Not to Scale

Exhibit 2 Project Vicinity Map

Barton Road Dutch Bros Project
Grand Terrace, California

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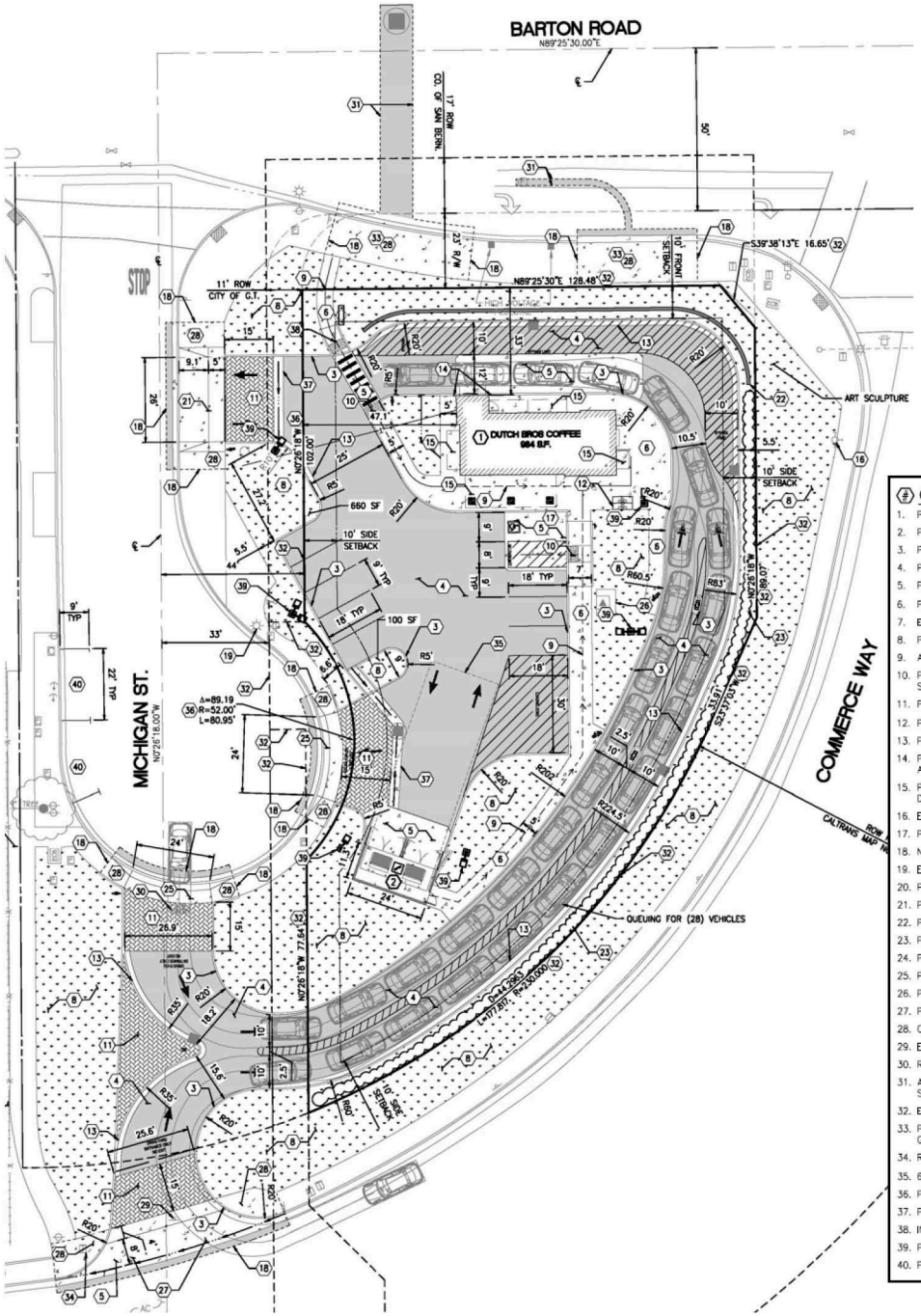

LEGEND

- BUILDING LINE
- EXISTING CURB TO REMAIN
- PROPOSED CURB
- PROPOSED LANDSCAPING
- PROPOSED ASPHALT
- PROPOSED CONCRETE

PROJECT DATA

DB2550-A1

ADDRESS: 22115 BARTON ROAD
GRAND TERRACE, CA 92313

APN(S): 1167-231-10, 1167-231-11, AND VACANT PARCEL TO THE SOUTH

ZONING: GENERAL COMMERCIAL
PER BARTON ROAD SPECIFIC PLAN AND GRAND TERRACE GENERAL PLAN LAND USE MAP

TRASH ENCLOSURE: = 24'x11'

PARKING:
PARKING REQUIRED: 1 SPACE FOR EACH 200 SF OF GFA
PARKING SPACES REQUIRED: 5 (950 SF OF GFA)

PROPOSED REGULAR PARKING	= 8
PROPOSED ADA PARKING	= 1
TOTAL PROPOSED PARKING	= 9
QUEUING	= 28

SITE COVERAGE %:

PROPOSED DEVELOPMENT:		
LANDSCAPING	17,577 SF	(40.2%)
BUILDINGS (COFFEE SHOP & TRASH ENCLOSURE)	1,256 SF	(2.9%)
WALKWAYS	2,835 SF	(6.5%)
DRIVE AISLES, PARKING, CURBS	12,063 SF	(50.4%)
TOTAL	43,731 SF (1.0 AC)	(100%)

EXISTING SITE:		
LANDSCAPING	26,575 SF	(60.8%)
BUILDINGS	1,341 SF	(3.1%)
WALKWAYS	0 SF	(0.0%)
DRIVE AISLES, PARKING, CURBS	15,815 SF	(36.1%)
TOTAL	43,731 SF (1.0 AC)	(100%)

CONSTRUCTION NOTES:

1. PROPOSED DUTCH BROS COFFEE, REFER TO ARCHITECTURAL PLANS FOR DETAILS.
2. PROPOSED TRASH ENCLOSURE WITH CONCRETE PAD, REFER TO ARCHITECTURAL PLANS FOR DETAILS.
3. PROPOSED CONCRETE BARRIER CURB, TYPICAL.
4. PROPOSED ASPHALT PAVEMENT.
5. PROPOSED CONCRETE PAVEMENT.
6. PROPOSED ON-SITE CONCRETE SIDEWALK (WIDTH VARIES), TYPICAL.
7. EXISTING SIDEWALK CONNECTING PROPOSED SITE TO COMMERCE WAY.
8. PROPOSED LANDSCAPE AREA, TYPICAL. SEE LANDSCAPING DRAWINGS FOR DIMENSIONS AND DETAILS
9. ACCESSIBLE PATH, TYPICAL.
10. PROPOSED ADA ACCESSIBLE RAMP WITH DETECTABLE WARNING STRIP TO CITY OF GRAND TERRACE STANDARDS.
11. PROPOSED DECORATIVE PAVING, REFER TO ARCHITECTURAL PLANS FOR DETAILS.
12. PROPOSED BIYCLE PARKING CONSISTING OF (2) SHORT TERM PARKING SPACES.
13. PROPOSED ON-SITE CURB AND GUTTER.
14. PROPOSED CRASH POSTS. CRASH POSTS MUST BE SLEEVED AND DECORATIVE. REFER TO ARCHITECTURAL DRAWINGS FOR ADDITIONAL DETAILS.
15. PROPOSED LOCATION OF BUILDING CANOPY AND AWNINGS. REFER TO ARCHITECTURAL PLANS FOR DETAILS.
16. EXISTING FIRE HYDRANT TO REMAIN AND PROTECT DURING CONSTRUCTION.
17. PROPOSED ACCESSIBLE PARKING SPACE. TO CITY OF GRAND TERRACE STANDARDS.
18. NEAT SAW CUT LINE. HOT TAR SEAL JOINT, TYPICAL.
19. EXISTING LIGHT POST TO REMAIN.
20. PROPOSED ART SCULPTURE. SEE ARCHITECTURAL DRAWINGS.
21. PROPOSED DRIVEWAY PER SAN BERNARDINO COUNTY TRANS. DEPT. STANDARD DRAWING 129.
22. PROPOSED 3-FT HEIGHT DECORATIVE BLOCK WALL. SEE ARCHITECTURAL DRAWINGS FOR DETAILS.
23. PROPOSED 3-FT TALL LANDSCAPE HEDGE. SEE LANDSCAPING DRAWINGS FOR DETAILS.
24. PROPOSED LOCATION OF SIGN. SEE SIGN DRAWINGS FOR ADDITIONAL DETAILS.
25. PROPOSED DRIVEWAY PER SAN BERNARDINO COUNTY TRANS. DEPT. STANDARD DRAWING 129A.
26. PROPOSED TRANSFORMER TO BE INSTALLED BY PURVEYOR. SEE UTILITY PLANS FOR ADDITIONAL DETAILS.
27. PROPOSED ENTRANCE-ONLY DRIVEWAY PER SAN BERNARDINO COUNTY DPW STANDARD 129B.
28. CONSTRUCT PUBLIC SIDEWALK PER CITY OF GRAND TERRACE STANDARDS.
29. EXISTING TWO DIRECTION ARROW SIGN TO BE REMOVED.
30. RELOCATE UTILITY BOXES OR PROVIDE TRAFFIC RATED LID AS REQUIRED.
31. APPROXIMATE LOCATION OF UTILITY TRENCH AND PAVEMENT RESTORATION PER CITY OF GRAND TERRACE STANDARDS.
32. EXISTING PROPERTY LINE, TYP.
33. PROPOSED - EXISTING DRIVEWAYS TO BE REMOVED AND REPLACED WITH SIDEWALK AND CURB AND GUTTER TO CITY OF GRAND TERRACE STANDARDS.
34. RELOCATE UTILITY BOX OR RAISE TO GRADE AS REQUIRED.
35. 60' CLEAR LANE FOR WASTE HAULER
36. PROPOSED PROPERTY LINE, TYP.
37. PROPOSED VALLEY GUTTER.
38. INSTALL DETECTABLE WARNING STRIP.
39. PROPOSED SITE LIGHT. SEE LIGHTING DRAWINGS FOR DETAILS.
40. PROPOSED PARALLEL PARKING SPACES ON MICHIGAN ST.

Source: Barghausen Consulting Engineers, Inc.

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Exhibit 3 Conceptual Site Plan

Barton Road Dutch Bros Project

Grand Terrace, California

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DRIVE-THRU WINDOW
LOOKING SOUTH-EAST (DAY)

WALK-UP WINDOW
LOOKING NORTH-EAST (NIGHT)

Source: Barghausen Consulting Engineers, Inc.

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Exhibit 4 Color Renderings

Barton Road Dutch Bros Project
Grand Terrace, California

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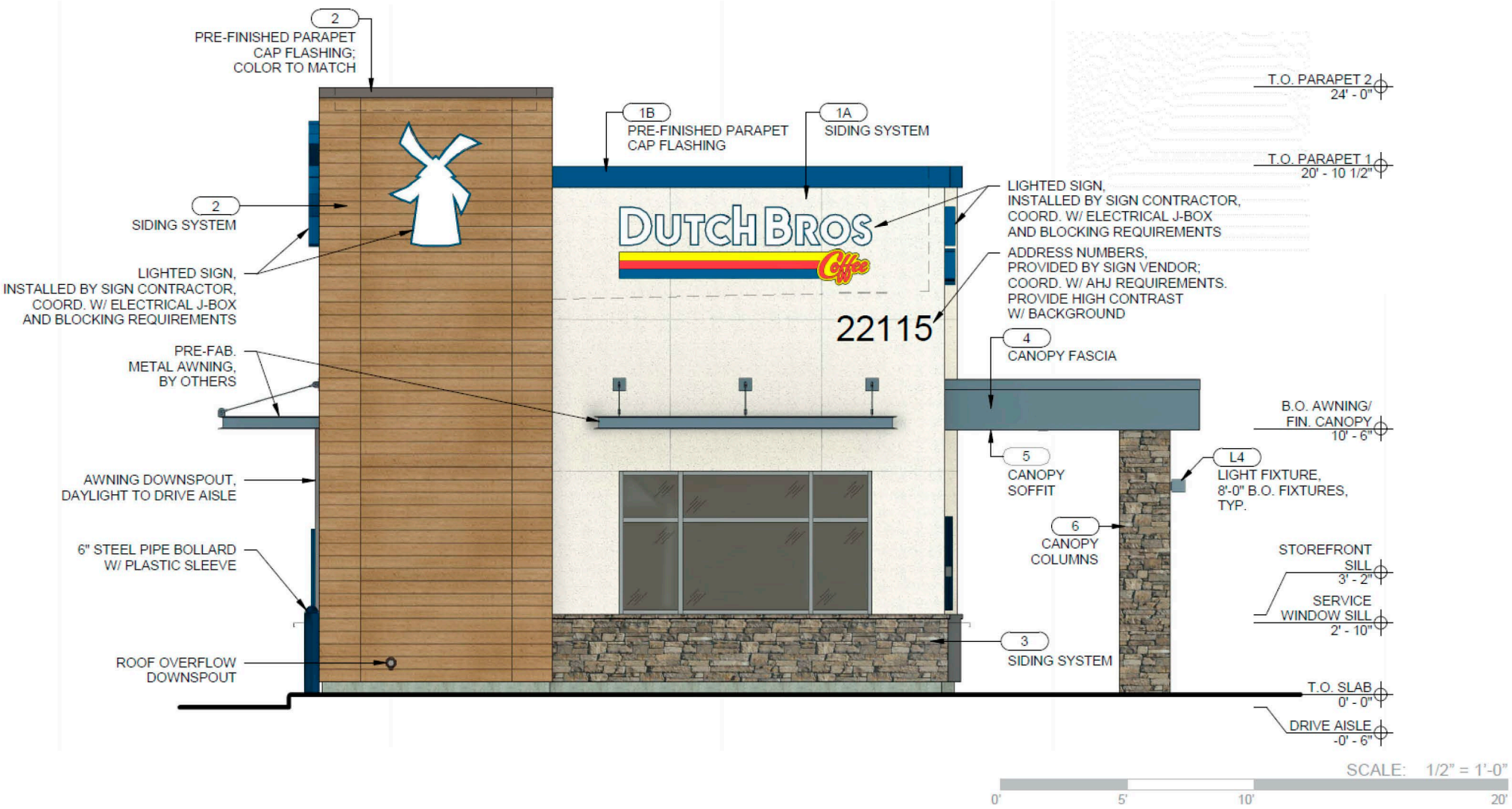

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Exhibit 5 Building Elevations (West Elevation)

Barton Road Dutch Bros Project

Grand Terrace, California

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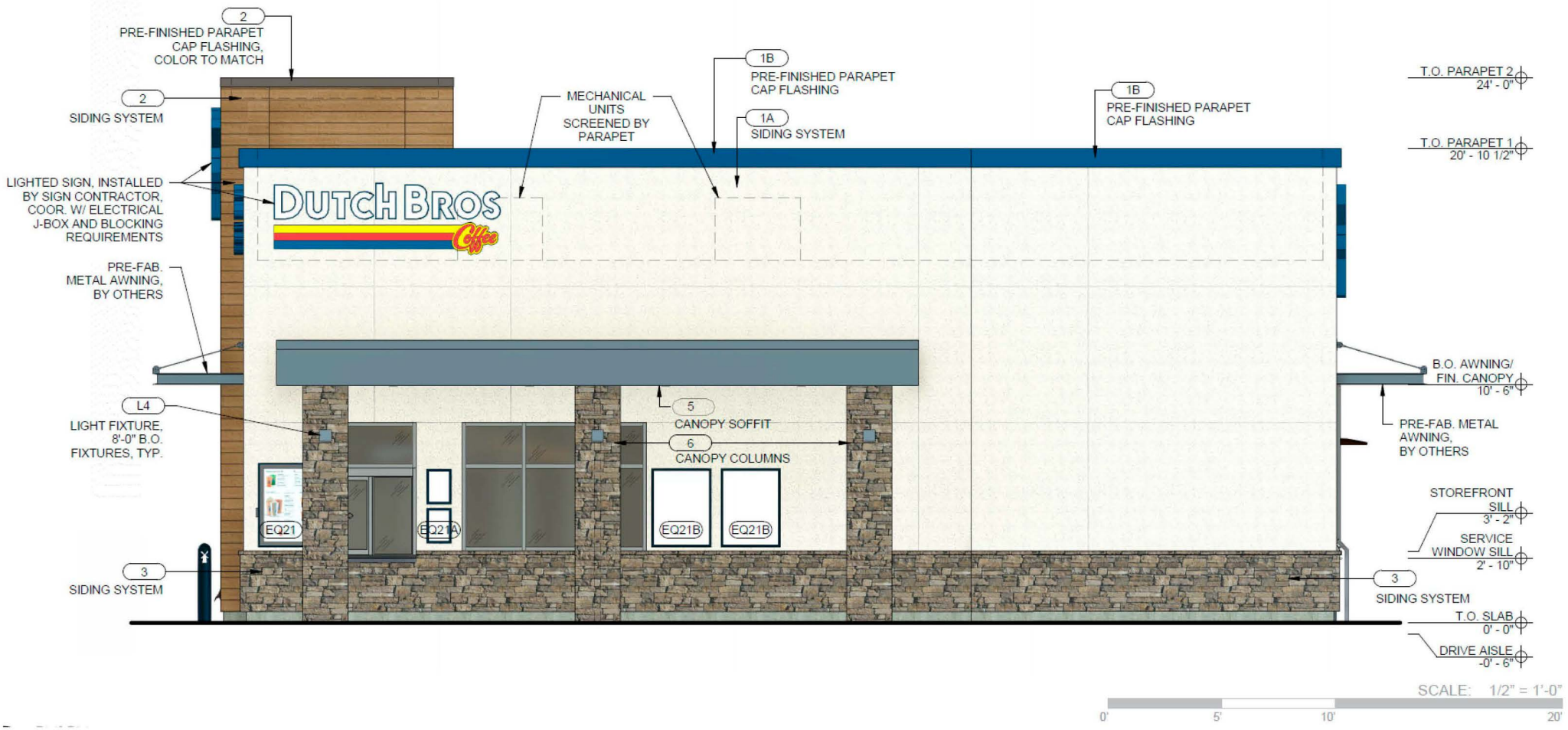

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Exhibit 5 Building Elevations (South Elevation - Walk-Up Window)

Barton Road Dutch Bros Project
Grand Terrace, California

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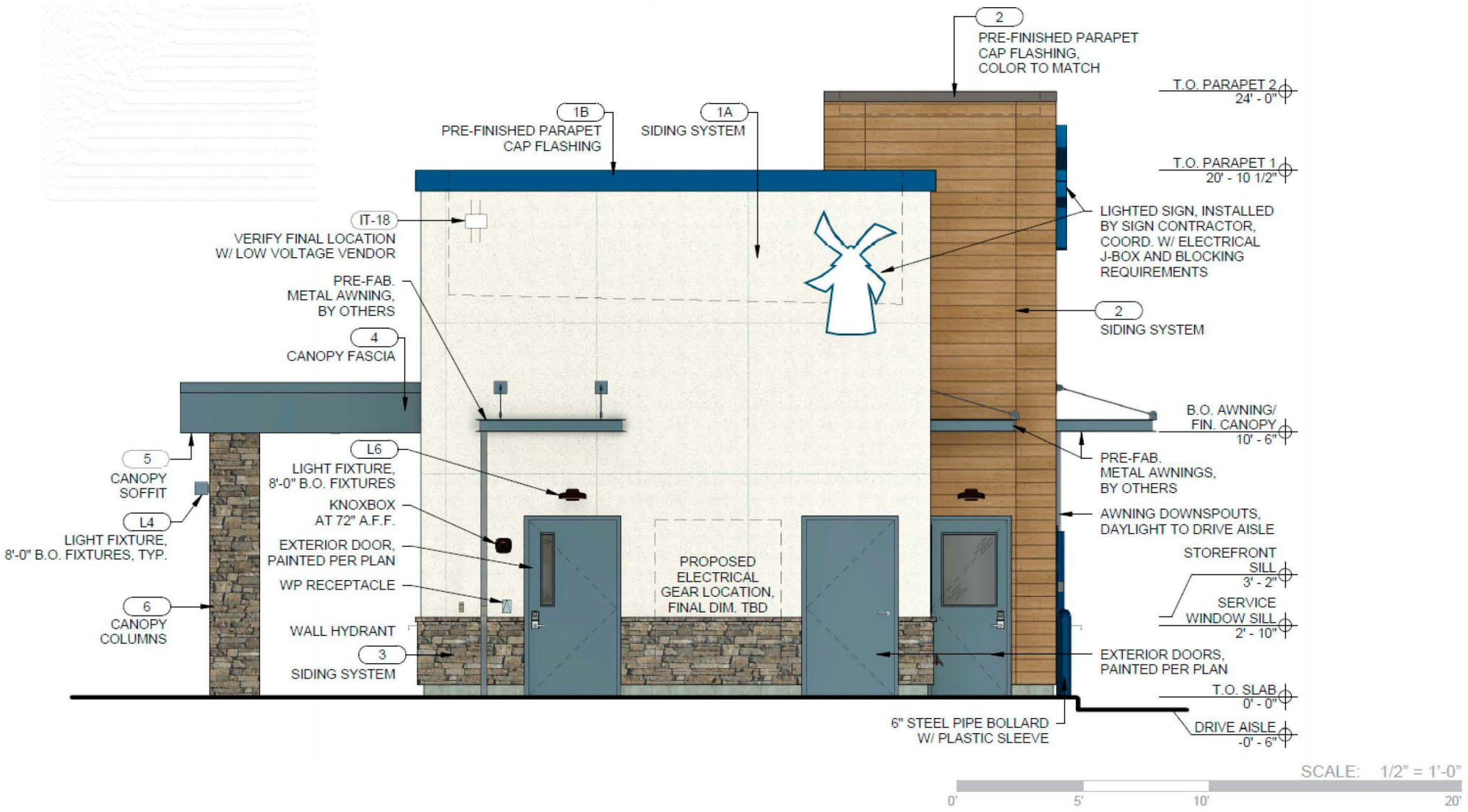

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Exhibit 5 Building Elevations (East Elevation)

Barton Road Dutch Bros Project
Grand Terrace, California

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Exhibit 5 Building Elevations (North Elevation - Drive-Through Window)

Barton Road Dutch Bros Project
Grand Terrace, California

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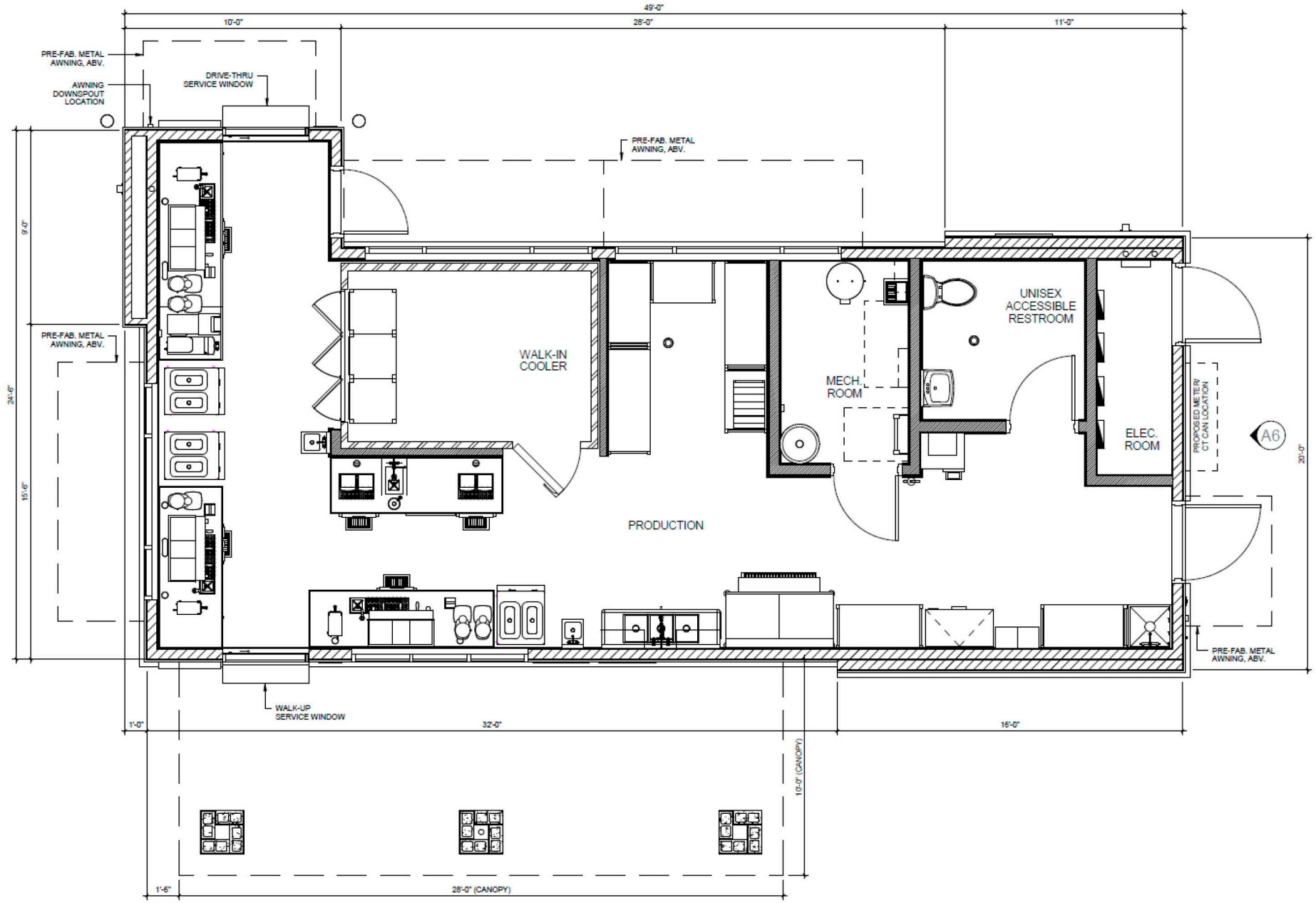

Source: Barghausen Consulting Engineers, Inc.
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Exhibit 6 Coffee Shop Floor Plan

Barton Road Dutch Bros Project
Grand Terrace, California

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3 Determination

3.1 – Environmental Factors Potentially Affected

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

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

3.2 – Determination

☐	I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☑	I find that although the 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 project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the 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 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 project, nothing further is required.

Name: Scott Hutter, Planning Director Date

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4.1 – Aesthetics

Would the project:

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

a) No Impact. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). According to the General Plan Program EIR, the City of Grand Terrace is characterized by a mixture of natural and urban landforms. The natural environment is made up of diverse landforms, rock outcrops, plants and animal resources, natural colors and hues and panoramic public views of the horizon, and of the surrounding foothills and mountain ranges.[1] Scenic views of nearby hills and of the valley to the north of the City are prominent from a number of locations within the City. The major scenic resource in the planning area is Blue Mountain on the eastern boundary of the City. Blue Mountain has become the symbol of the City providing a scenic backdrop for much of the City. Scenic views are offered to residences nestled on the side of Blue Mountain including views of the San Bernardino Mountains to the north.

The project site is relatively flat and generally slopes from northeast to southwest. The site is located within an urbanized area, visually dominated by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. The site is located in close proximity to Interstate 215 (I-215) and is approximately 1.2 miles northwest of the base of Blue Mountain. The site currently contains a former auto repair shop and fueling station. Views of Blue Mountain from the project site are partially obstructed by existing development and landscaping. The site is zoned Barton Road Specific Plan (BRSP) – General Commercial (Planning Area 1) and is designated as General Commercial in the City's General Plan, meaning the site is not considered open space and is not a part of a scenic vista. In addition, the site is not located in an area that would block views of the Blue Mountains due to its low heigh and distant from Blue Mountain. The BRSP restricts the height of developments in the General Commercial district to a maximum of twenty-eight (28) feet. At its highest point, the proposed coffee shop building would have a maximum height of 24 feet. Therefore, the proposed project would have no effect on a scenic vista.

b) No Impact. The site is not considered to be within or to comprise a portion of a scenic vista as shown in the California Scenic Highway Mapping System.[2] The project is in an urbanized area characterized by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. The site contains no rock outcroppings or historically significant buildings (see Section 4.5 Cultural Resources) that would constitute a scenic resource. The site does not contain any trees. Therefore, no impact to scenic resources visible from a state scenic highway or a local scenic road would occur.

c) Less than Significant Impact. The project is located in an urbanized area and is surrounded by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land. Development of the project could result in a significant impact if it would conflict with applicable zoning or other regulations governing scenic quality. As discussed in Sections 4.1.a and 4.1.b above, the project would not have a substantial adverse effect on a scenic vista and is not located within a State scenic highway. Additionally, as noted in response 4.1.a above, the proposed project would comply with the height limitations and other design requirements of the BRSP – General Commercial zoning district. The BRSP – General Commercial zoning district is intended to carry out the goals and objectives of the community's general plan, with respect to commercial, office industrial and residential development and to promote and provide for the orderly development of general commercial uses desirous to the community as a whole as well as freeway-generated consumers. The BRSP – General Commercial zoning district is consistent with the General Commercial land-use designation of the General Plan. Because the proposed project includes a coffee shop intended to serve the community as a whole as well as freeway-generated consumers, the proposed project would be consistent with the applicable General Plan and zoning designations for the site. For these reasons, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality and impacts would be less than significant.

d) Less than Significant Impact. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). Sources of daytime glare are typically concentrated in commercial areas and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as hi-efficiency window glass, highly polished surfaces, and expanses of pavement.

There are lighting sources adjacent to the site, including free-standing street lights, light fixtures on buildings, and pole-mounted lights. The proposed development includes exterior lighting for

customers and project automobiles, and interior lighting for the employees of the coffee shop. Light spillover would be avoided by requiring that lighting be designed to project downward and prohibiting illumination on adjacent property that exceeds three foot-candles, whether the illumination is direct or indirect light from the source, as measured from the property line, per the requirements of Municipal Code Section 18.74.080 (Illumination). Glare impacts would be reduced to less than significant through adherence to San Bernardino County Development Code Chapter 83.07 (Glare and Outdoor Lighting). Compliance with the Municipal and County Code standards for lighting and glare during construction and operation of the proposed industrial development would ensure that lighting and glare impacts would be less than significant.

4.2 – Agriculture and Forest 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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a) No Impact. The project would be located in a fully developed, urbanized area that does not contain agriculture or forest uses. The Map of Important Farmland in California (2016) prepared by the Department of Conservation identifies the project site as Urban and Built-Up Land and does not

identify the project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] Therefore, there would be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of construction of the proposed convenience market and fueling station. No impact would occur.

b) No Impact. Neither the project site nor other land in the vicinity of the site is zoned for agricultural use, and there are no Williamson Act contracts are active for the project site.[4] Therefore, there would be no conflict with existing zoning for agricultural use or a Williamson Act contract. No impact would occur.

c) No Impact. The project site is zoned Barton Road Specific Plan – General Commercial. Public Resources Code § 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code § 12220(g). The project site has already been disturbed by previous development and is surrounded by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. Therefore, development of the project would have no impact to any timberland zoning.

d) No Impact. The project site is partially developed, disturbed land with limited non-native vegetation; thus, there would be no loss of forestland or conversion of forestland to non-forest use as a result of this project. No impact would occur.

e) No Impact. The project site is a partially developed site within an urban environment. The project is surrounded by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. None of the surrounding sites contains existing forest uses. Development of the proposed project would not change the existing environment in a manner that would result in the conversion of forestland to a non-forest use. No impact would occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

	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?	☐	☐	☑	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☑	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☑

Project emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1. The sections below utilize the CalEEMod results, and the air quality modeling data and emissions estimates are provided in Appendix A.

a) Less than Significant Impact. A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2022 Air Quality Management Plan (AQMP). Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the SCAQMD CEQA *Air Quality Handbook*, consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

The project does not involve any changes to the General Plan or specific plan land use designations and is consistent with both documents. The proposed project would include approximately 30 employees, which would be well within that accounted for in the Southern California Association of Government's (SCAG) Connect SoCal 2020 Regional Transportation Plan/Sustainable Communities Strategy (2020 RTP/SCS), which forms the growth assumptions for the current AQMP. Therefore, the proposed project would not conflict with the first consistency criterion. As described in the analysis

below, the proposed project would not exceed the construction or operational air quality thresholds maintained by the SCAQMD, and would therefore not conflict with the second consistency criterion. Accordingly, the proposed project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP.[i]

b) Less than Significant Impact. A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O_3), Carbon Monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established ambient air quality standards (CAAQS) for additional pollutants. The CAAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, CAAQS are more stringent than the national AAQS (NAAQS).

The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

Attainment. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.

Nonattainment. If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

Unclassified. An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment. Air pollution levels are measured at monitoring stations located throughout the air basin.

Table 2 (South Coast Air Quality Standards and Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants.[5, 6] The Basin is currently in nonattainment for state and federal ozone, state PM_{10}, and state and federal $PM_{2.5}$ standards.

[i] The SCAG 2020 RTP/SCS, which formulates the growth projections on which the 2022 AQMP are based, estimated that the City of Grand Terrace would increase employment by approximately 2,600 jobs between 2016 and 2045, a growth rate of approximately 87 new jobs per year during that time period (SCAG, 2020). Although there is a newer RTP/SCS out available from SCAG (i.e., the 2024 RTP/SCS), it does not form the growth assumptions of the 2022 AQMP (i.e., because it was developed after the 2022 AQMP).

Table 2
South Coast Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time[B]	California Standards[A]		National Standards[A]	
		Standard[C]	Attainment Status[D]	Standard[C]	Attainment Status[D]
Ozone	1-Hour (1979)	--	--	240 µg/m^3	Nonattainment
	1-Hour (Current)	180 µg/m^3	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m^3	Nonattainment
	8-Hour (2008)	--	--	147 µg/m^3	Nonattainment
	8-Hour (Current)	137 µg/m^3	Nonattainment	137 µg/m^3	Nonattainment
PM_{10}	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Average	20 µg/m^3	Nonattainment	--	--
$PM_{2.5}$	24-Hour	--	--	35 µg/m^3	Nonattainment
	Annual Average (1997)	--	--	15 µg/m^3	Attainment
	Annual Average (Current)	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m^3	Attainment	40,000 µg/m^3	Attainment
	8-Hour	10,000 µg/m^3	Attainment	10,000 µg/m^3	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m^3	Attainment	188 µg/m^3	Unclassifiable/ Attainment
	Annual Average	57 µg/m^3	Attainment	100 µg/m^3	Attainment
Sulfur Dioxide	1-Hour	655 µg/m^3	Attainment	196 µg/m^3	Attainment
	24-Hour	105 µg/m^3	--	367 µg/m^3	Unclassifiable/ Attainment
	Annual Average	--	--	79 µg/m^3	Unclassifiable/ Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m^3	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m^3	Attainment	--	
Sulfates	24-Hour	25 µg/m^3	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m^3	Attainment	--	

Source: SCAQMD 2018b, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are not concentration-based. The Basin is unclassified for visibility-reducing particles.

(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.

(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m^3). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.

(D) A= Attainment, N= Nonattainment, U=Unclassifiable.

The project would generate both short-term construction emissions and long-term operational emissions. Air quality modeling was performed by MIG analysts using CalEEMod to assess potential air quality impacts from the proposed project. CalEEMod defaults have generally been used as construction inputs into the model. CalEEMod default settings for project trip generation were also utilized. The methodology for calculating emissions is included in the CalEEMod *User Guide,* freely available at http://www.caleemod.com. As described in more detail below, the project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Construction Emissions

The proposed project involves construction activities including demolition, site preparation, grading, trenching, building construction, and architectural coating activities in an existing commercial area of Grand Terrace. Construction of the proposed project was modeled to begin in January 2025 and last approximately 12 months. Construction phases and durations as well as the type and quantity of equipment used during construction, were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- Fugitive dust control measures were incorporated into the model consistent with requirements contained in SCAQMD Rule 403, Fugitive Dust;

The proposed project's maximum daily unmitigated construction emissions are shown in Table 3 (Unmitigated Maximum Daily Regional Construction Emissions). As shown in Table 3, the proposed project's maximum daily, unmitigated criteria air pollutant emissions would be well below the SCAQMD's recommended regional pollutant thresholds. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Table 3
Unmitigated Maximum Daily Regional Construction Emissions

Construction Season	Maximum Pollutant Emissions (Pounds Per Day)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer 2025	1.1	9.0	10.1	<0.1	0.3	0.3
Winter 2025	1.6	14.1	15.9	<0.1	3.5	2.0
SCAQMD Regional Threshold	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Source: MIG, 2024 (See Appendix A) and SCAQMD, 2023.						

Operational Emissions

The proposed project's operational emissions modeling was based on the project's first full year of operation (assumed to be 2026), using default data assumptions generated by CalEEMod, modified as necessary to reflect the following project-specific context, information, and details:

- Project-specific land use information (i.e., lot acreage, building square footage, etc.) was applied to the model; and
- CalEEMod default trips and percentages were updated based on the information presented in the *Grand Terrace Dutch Bros Transportation Impact Assessment* prepared for the proposed project by Kittelson & Associates (see Appendix B).

In addition to the off-site mobile source emissions estimated in CalEEMod, emissions associated with onsite vehicle travel and idling were estimated using emission rates derived from EMFAC (v1.0.2). The proposed project's maximum daily unmitigated operational emissions are shown in Table 4 (Unmitigated Maximum Daily Regional Operational Emissions). As shown in Table 4, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Table 4
Unmitigated Maximum Daily Regional Operational Emissions

Emissions Source	Maximum Daily Pollutant Emission (Pounds Per Day)(A)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Energy Demand	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Offsite Mobile Sources	6.8	5.2	44.5	0.1	8.8	2.3
Onsite Mobile Sources	1.5	1.2	13.9	--	<0.1	<0.1
Total Daily Emissions(B)	8.3	6.4	58.4	<0.1	8.8	2.3
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG, 2024 (See Appendix A) and SCAQMD, 2023.
(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.
(B) Totals may not equal due to rounding.

Cumulative Emissions

Cumulative short-term, construction-related emissions from the project would not contribute considerably to any potential cumulative air quality impact because short-term project emissions would be less than significant and other concurrent construction projects in the region would also be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. The SCAQMD CEQA Air Quality Handbook identifies methodologies for analyzing long-term cumulative air quality impacts for criteria pollutants for which the Basin is in nonattainment. These methodologies identify three performance standards that can be used to determine if long-term emissions would result in cumulative impacts. Essentially, these methodologies assess growth associated with a land use project and are evaluated for consistency with regional projections. These methodologies are outdated, and are no longer recommended by SCAQMD. SCAQMD allows a project to be analyzed using the projection method such that consistency with the AQMP would indicate that a project would not contribute considerably to cumulative air quality impacts. As discussed in response 4.3.a) above, the proposed project is consistent with growth assumptions in the AQMP, and would not exceed any applicable SCAQMD thresholds for short- and long-term emissions. Therefore, the proposed project would not contribute to any potential cumulative air quality impacts. Impacts would be less than significant.

c) Less than Significant with Mitigation Incorporated. The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities,

rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors. The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the project area include:

- The residential land use located at 12201 Michigan Street, approximately 325 feet south of the project site;
- The residential land use located at 12030 Vivienda Avenue, approximately 380 feet north of the project site;
- Grand Terrace Elementary School, approximately 420 feet north of the project site.

A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction of the project would be diesel particulate matter, or DPM, a known toxic air contaminant (TAC). The proposed project's construction activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk. The proposed project does not involve substantial earthmoving, grading, or site development activities that would require large amounts of heavy-duty equipment associated with high levels of DPM emissions. In addition, the project would not generate operational emissions (e.g., from stationary source or diesel trucks) that would have a significant effect on nearby sensitive receptors. In addition, as shown in the analysis of localized significance thresholds below, construction activities associated with the project would not exceed SCAQMD LST thresholds for PM_{10} and $PM_{2.5}$.

Construction Health Risks

Project construction activities would result in demolition, site preparation, grading, and other activities that would generate fugitive dust. A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction of the proposed project would be DPM. However, potential health risks from receptor exposure to DPM concentrations during construction would not be significant because the proposed project would be subject to SCAQMD Rule 403 requirements for the control of fugitive dust, including site watering. Therefore, the proposed project would not expose sensitive receptors to substantial fugitive dust levels with implementation of existing regulations. Impacts would be less than significant.

Operational Health Risks

As discussed in response 4.3.b) above, operational emissions from the proposed project would be well below SCAQMD-established thresholds of significance for criteria pollutant emissions. In addition, operation of the proposed project would not result in substantial concentrations of DPM that could result in cancer risks, and the project would not result in emissions of any pollutants as the proposed coffee shop use would not involve any such pollutants. Finally, the proposed project would not utilize natural gas and energy demand is anticipated to be negligible. For these reasons, operational health risks from the proposed project are not anticipated and impacts would be less than significant.

Localized Significance Thresholds

As part of SCAQMD's environmental justice program, attention has recently been focusing more on the localized effects of air quality. Although the region may be in attainment for a particular criteria pollutant, localized emissions from construction activities coupled with ambient pollutant levels can cause localized increases in criteria pollutant that exceed national and/or state air quality standards.

Construction-related criteria pollutant emissions and potentially significant localized impacts were evaluated pursuant to the SCAQMD Final Localized Significance Thresholds Methodology. This methodology provides screening tables for one through five-acre project scenarios, depending on the

amount of site disturbance during a day using the Fact Sheet for equipment usage in CalEEMod.[ii] Daily oxides of nitrogen (NO_X), carbon monoxide (CO), and particulate matter (PM_{10} and $PM_{2.5}$) emissions will occur during site preparation and construction activities. The proposed project is located in source receptor area (SRA) 35 (East San Bernardino Valley). The LST thresholds for the project are based on a one-acre project size, and receptor distances of 100 meters (328 feet) for PM and 25 meters (82 feet) for CO and NO_X.[iii, iv] Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis and operational LST analysis are on-site emissions only. The proposed project's unmitigated maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs in Table 5 (Localized Significance Threshold (LST) Construction Emissions Analysis) and the project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 6 (Localized Significance Threshold (LST) Operational Emissions Analysis).

Table 5
Localized Construction Significance Threshold Analysis (lbs/day)*

Construction Phase[A, B]	Maximum Pollutant Emissions (Pounds Per Day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition 2025	14.1	15.9	0.8	0.3
Site Preparation 2025	12.1	12.3	3.1	1.7
Grading 2025	14.1	15.1	3.5	2.0
Building Construction 2025	9.0	10.1	0.3	0.3
Paving 2025	4.7	7.2	0.4	0.2
Architectural Coating 2025	0.9	1.1	<0.1	<0.1
SCAQMD LST Threshold[C]	**118**	**775**	**36**	**10**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: MIG 2024 (See Attachment A) and SCAQMD 2009.

(A) Emissions estimated using CalEEMod, v. 2022.1. Estimates are based on default model assumptions unless otherwise noted in this document.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table.

(C) The LSTs are based on 1.0-acre Project size in SRA 35. PM_{10} and $PM_{2.5}$ thresholds are based on a receptor distance of 100 meters, NO_X and CO thresholds are based a receptor distance of 25 meters.

As shown in Table 5, the proposed project's unmitigated construction emissions would not exceed the SCAQMD's recommended construction LSTs. The project, therefore, would not result in significant localized air quality impacts during construction.

[ii] South Coast Air Quality Management District. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds.

[iii] Construction and operational LST air impacts for PM_{10} and $PM_{2.5}$ are assessed for sensitive receptors that could remain in a fixed location for up to 24 hours, since both PM thresholds are based on 24-hour averaging times. In contrast, the ambient air quality standard averaging periods for NO_X and CO are lower; therefore, localized impacts for NO_X and CO are assessed for sensitive receptor locations where individuals may be located for up to 8 hours at a time.

[iv] The nearest sensitive receptors to the Project site (i.e., that could remain in a fixed position for 24 hours or more) are single-family residential receptors located approximately 325 feet south of the Project site along Michigan Avenue. The nearest commercial receptors (i.e., that could remain in a location for up to 8 hours per day) are located approximately at the gas station convenience store, approximately 60 feet west of the Project site.

Table 6
Localized Significance Threshold (LST) Operational Emissions Analysis

Operational Emission Source	Maximum On-Site Pollutant Emissions (lbs/day)[(A)]			
	NOx	CO	PM10	PM2.5
Mobile[(B)]	1.2	13.9	<0.1	<0.1
Area	<0.1	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1
Total On-Site Emissions[(C)]	1.2	13.9	<0.1	<0.1
SCAQMD LST Threshold[(D)]	**118**	**775**	**9**	**3**
Threshold Exceeded?	**No**	**No**	**No**	**No**

Source: MIG, 2024 (See Attachment A) and SCAQMD 2009.
(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels.
(B) Total on-site mobile source emissions were calculated based on EMFAC emission factors. See Attachment A.
(C) Totals may not equal due to rounding.
(D) The LSTs are based on 1.0-acre Project size in SRA 35. PM_{10} and $PM_{2.5}$ thresholds are based on a receptor distance of 100 meters, NO_X and CO thresholds are based a receptor distance of 25 meters.

As shown in Table 6, the proposed project's operational emissions would not exceed the SCAQMD's recommended operational LSTs. Operation of the proposed project, therefore, would not generate criteria air pollutant emission levels that exceed SCAQMD local CEQA threshold.

Carbon Monoxide Hot Spots

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to violate State and Federal CO standards at intersections, even if the broader Basin is in attainment for Federal and State levels. The California Department of Transportation Project-Level Carbon Monoxide Protocol (Protocol) screening procedures have been utilized to determine if the proposed project could potentially result in a CO hotspot. Based on the recommendations of the Protocol, a screening analysis should be performed for the proposed project to determine if a detailed analysis will be required. The California Department of Transportation notes that because of the age of the assumptions used in the screening procedures and the obsolete nature of the modeling tools utilized to develop the screening procedures in the Protocol, they are no longer accepted. More recent screening procedures based on more current methodologies have been developed. The Sacramento Metropolitan Air Quality Management District (SMAQMD) developed a screening threshold in 2011, which states that any project involving an intersection experiencing 31,600 vehicles per hour or more will require detailed analysis. In addition, the Bay Area Air Quality Management District developed a screening threshold in 2010, which states that any project involving an intersection experiencing 44,000 vehicles per hour would require detailed analysis. The proposed project's operations would not involve an intersection experiencing these levels of traffic; therefore, the proposed project passes the screening analysis and impacts are deemed less than significant. Based on the local analysis procedures, the proposed project would not result in a CO hotspot.

d) Less than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). The proposed project would involve construction activities that could generate odors from the following sources and activities:

- Evaporation of gasoline, oil, and other equipment fluids that can escape from pumps, hoses, and tanks in construction equipment or at construction staging and work areas.
- Evaporation and off-gassing of volatile compounds from paints, coatings, and new concrete and asphalt surfaces.
- Exhaust emissions from on-site vehicle and truck maneuvering and idling.

The potential odors associated with construction of the proposed project are common throughout the City and County and would be intermittent and temporary. The release of odorous compounds from vehicle fluids, paints and coatings, asphalt and concrete, and fuel storage and dispensing are associated with many industrial, commercial, and residential operations and applications. However, the proposed project would not involve any odor generating sources and would not result in the release of atypical odors or odors associated with unique processes (e.g., laundromats, coffee roasting, landfills, etc.). As such, the proposed project would not result in the creation of objectionable odors that would affect a substantial number of people. This impact would be less than significant.

4.4 – 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?	☐	☐	☑	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

a) Less than Significant Impact. The project site is a previously disturbed parcel of land; the site is within a developed environment, repeatedly disturbed by human activities. Vegetation on the project site was identified as disturbed ruderal grassland maintained according to City and County Fire Code. There are no trees located on the project site and no vegetation that could be used as habitat for wildlife. No special-status plant species are expected to be present on the project site due to the extent of human disturbance and subsequent lack of suitable habitat; therefore, no impacts to special-status plants are anticipated as a result of project implementation. Special-status wildlife species include those species listed as endangered or threatened under the Federal Endangered Species Act (FESA) or the California Endangered Species Act (CESA); candidates for listing by the U.S. Fish and Wildlife Services or California Department of Fish and Wildlife (USFWS & CDFW respectively); and species of special concern to the CDFW; and birds protected by the CDFW under California Fish and Game Code (CFGC) Sections 3503 and 3513. Considering the project site's history of disturbances from previous uses, the developed nature of the project area, and the lack of habitat for special-status plants and wildlife on the project site, the proposed project would not result in any significant impacts to sensitive species or their habitats. Impacts would be less than significant.

b) No Impact. The project site is located in a developed area of Grand Terrace. The project site has been highly disturbed by previous development, and no riparian vegetation or other sensitive natural habitats are present on the project site. Therefore, no impact would occur.

c) No Impact. No state or federally protected wetlands or similar waterways are present on the project site. No wetlands were identified by the National Wetlands Inventory, or the City's General Plan at or near the project site.[7] Therefore; there would be no impacts related to wetlands.

d) No Impact. The project site is located in an urbanized area and is surrounded by human development (e.g., residential, commercial, and public/institutional development and roadway features). There is insufficient vegetation cover on site to facilitate wildlife movement through the project site, and it is isolated from larger contiguous portions of wildlife habitats. No migratory wildlife corridors or native wildlife nursery sites are located within the project site. As such, no impacts to these resources would to occur.

e) No Impact. The project would not conflict with local policies or ordinances protecting biological resources. There are no trees on the project site that would be removed as part of construction of the proposed project. The City of Grand Terrace does not have a tree preservation ordinance or other local policy or ordinance protecting biological resources. Therefore, development of the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur.

f) No Impact. The project site is not within any Habitat Conservation Plan area and no impacts would occur.[8]

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☑	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☑	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☑	☐	☐

a) Less than Significant Impact. The project site contains a former auto repair shop and fueling station that does not have any historic significance. There are no other structures on the site that could be considered historic in nature. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. Impacts would be less than significant.

b) Less than Significant with Mitigation Incorporated. The project site has been previously disturbed by modern human activities that would have displaced surface and subsurface archaeological resources. However, according to the Grand Terrace General Plan the City is located along the border of territories known to have been occupied by the Serrano, Gabrieleño (Tongva), and Cahuilla Indians, with the Serrano to the north, Gabrieleño to the west, and Cahuilla to the south and east. It is likely that all these groups passed through or exploited resources within the City limits at different times in prehistory.[9] As such, in the unlikely event that archeological materials are uncovered during ground-disturbing activities, **Mitigation Measures CUL-1** through **CUL-4** have been incorporated to reduce potentially significant impacts to a less than significant level. **Mitigation Measure CUL-1** requires that a qualified archaeologist conduct an archaeological sensitivity training for construction personnel. **Mitigation Measure CUL-2** requires that a qualified archaeological monitor be present during all construction excavations into non-fill sediments. If archaeological resources are encountered, **Mitigation Measure CUL-3** requires that all ground-disturbing activities must be halted or diverted away from the find and that a buffer of at least 50 feet be established around the find until an appropriate treatment plan is coordinated. **Mitigation Measure CUL-4** requires that the archaeological monitor prepare a final report at the conclusion of archaeological monitoring. With implementation of **Mitigation Measures CUL-1** through **CUL-4**, impacts would be less than significant as a result of construction of the proposed project.

c) Less than Significant with Mitigation Incorporated. No known human remains are anticipated to be located on or beneath the project site. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the project, and it is possible to encounter buried human remains during construction. As a result, **Mitigation Measure CUL-5** is required to reduce potentially significant impacts to previously unknown human remains that may be unexpectedly

discovered during project implementation to a less than significant level. **Mitigation Measure CUL-5** requires that in the unlikely event that human remains are uncovered the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. With implementation of mitigation, impacts would be less than significant as a result of construction of the proposed project.

Mitigation Measures

CUL-1 **Conduct Archaeological Sensitivity Training for Construction Personnel.** The applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

CUL-2 **Conduct Periodic Archeological Resources Spot Checks During Grading and Earth-Moving Activities.** The applicant shall retain a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic archaeological spot checks beginning at depths below two (2) feet to determine if construction excavations have exposed or have a high probability of exposing archaeological resources. After the initial archaeological spot check, further periodic checks will be conducted at the discretion of the qualified archaeologist. If the qualified archaeologist determines that construction excavations have exposed or have a high probability of exposing archaeological artifacts, construction monitoring for archaeological resources will be required. The applicant shall retain a qualified archaeological monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.

CUL-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 100 feet shall be established around the find where construction activities will not be allowed to continue until a qualified archaeologist has examined the newly discovered

artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated. The applicant and City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

CUL-4 **Prepare Report Upon Completion of Monitoring Services.** The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of archaeological monitoring (if required). The report shall be submitted to the applicant, the South Central Coastal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

CUL-5 **Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** If human remains are unearthed during implementation of the project, the City of Grand Terrace and the applicant shall comply with State Health and Safety Code Section 7050.5. The City of Grand Terrace and the applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project archaeologist shall file a record of the reburial with the CHRIS-SCCIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

4.6 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☑	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency??	☐	☐	☑	☐

a) Less Than Significant Impact. The proposed project could potentially have a significant impact on the environment if it resulted in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation, or if it conflicts with or obstructs a state or local plan for renewable energy or energy efficiency. The main forms of available energy supply are electricity, natural gas, and oil. The proposed project, construction and operation of a drive-through coffee shop, would be subject to all applicable Federal, State, and local building regulations, including Title 24 of the California Building Code (CBC) as adopted in the City of Grand Terrace Municipal Code and as approved by the Grand Terrace Building and Safety Division.

Energy usage during construction activities primarily comes from the transportation of materials and workers, the operation of construction equipment, and construction waste materials. The project would require the use of non-renewable construction materials such as concrete, metals, and plastics. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of construction materials to the site during construction. Additionally, energy in the form of gasoline and diesel petroleum (fossil fuels) would be used to fuel construction vehicles and construction-worker vehicles traveling to and from the site. However, all construction vehicles would be required to comply with all federal and state standards for on- and off-road vehicles (e.g., emission standards set by the California Air Resources Board (CARB) aimed at reducing fossil fuel consumption, meaning wasteful usage of energy by construction vehicles would not occur. Further, as the scope of construction activities would be minimal and would not require large earth-moving vehicles, energy usage during site preparation and grading would likewise be minimal. Given the small scale of the project, construction of the proposed coffee shop building and associated parking and landscaping improvements would also not generate a significant amount of unnecessary waste materials and large amounts of energy would not be expended disposing of such materials. Finally, construction activities are temporary and construction-related energy consumption would cease upon completion of project development. Therefore, the project would not result in a potentially significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy during construction activities. Impacts will be less than significant.

Operation of the proposed coffee shop would require a small amount of electricity to power the proposed building and associated signage and parking lot lighting (approximately 49,127 kWh/year). Additionally, the proposed project would utilize energy efficient and long-lasting LED lightbulbs inside

the building, in exterior lighting in the parking area, and in project signage. Southern California Edison (SCE) is also steadily increasing the amount of electricity that is generated using renewable sources such as solar and wind. With continued increases in the availability of electricity from renewable sources, the proposed project would not consume an excessive amount of electricity. Energy, in the form of fossil fuels, would also be used to fuel customer vehicles, employee vehicles, and delivery vehicles traveling to and from the site during operation. However, delivery vehicle trips to the site would be minimal (1 to 3 deliveries per business day), would be combined with delivery trips to other businesses in the area, and would increasingly be undertaken by fuel-efficient or all-electric delivery vehicles. Similarly, the proposed project includes bicycle parking for employees and customers and a walk-up window for customers. This would reduce the amount of fuel consumed by customers and employees of the project during operation. As such, operation of the proposed project would not lead to wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b) Less than Significant Impact. As noted in the City's 2010 General Plan Open Space and Conservation Element, the City of Grand Terrace has adopted goals and policies to promote the conservation of energy resources and reduce the City's per capita energy usage.[10] These goals and policies include:

Goal 4.6: The City shall support and promote the conservation of energy resources.

Policy 4.6.1: The City shall establish an energy conservation policy and implementation program for all City facilities.

Policy 4.6.2: The City shall implement a public outreach program to provide the public with information regarding energy conservation practices and programs.

Policy 4.6.3: The City shall encourage energy and environmentally sustainable design in new land development projects using the standards of Leadership in Energy and Environmental Design (LEED).

Policy 4.7.7: The City shall promote energy conservation efforts in new and existing residences and businesses.

Policy 8.4.5: Encourage the incorporation of energy conservation features in the design of all new housing developments and the addition of energy conservation devices/practices in existing residential developments

Goal 9.3: Reduce the City's per capita energy usage.

Policy 9.1.1: The City shall work with Southern California Edison to promote energy conservation at residences and businesses.

Policy 9.1.2: The City shall incorporate energy conservation measures into conditions of approval for new development projects.

CARB's Climate Change Scoping Plan is the state's roadmap to reach the greenhouse gas reduction goals required in the Global Warming Solutions Act of 2006, or AB 32.[11] This plan calls for an ambitious but achievable reduction in California's carbon footprint – toward a clean energy future. Reducing greenhouse gas emissions to 1990 levels means cutting approximately 30% from business-as-usual emissions levels projected for 2020, or about 15% from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020. This challenge also represents an opportunity to

transform California's economy into one that runs on clean and sustainable technologies, helping secure our energy independence and security, and ensure that all Californians are able to enjoy their rights to clean air, clean water, and a healthy and safe environment. The AB 32 Scoping Plan includes several key strategies aimed at achieving these goals. One of the key strategies of the AB 32 Scoping Plan involves Electricity and Energy, with the State having a goal of 33% renewables by 2020.

The proposed coffee shop would use electrical power service that is currently provided by Southern California Edison. The proposed coffee shop would be constructed pursuant to current electrical codes, including Title 24 of the State Building Code as adopted by the City. As such, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The proposed project would also be subject to site plan review by the City of Grand Terrace, which would ensure the project complies with the City's Municipal Code requirements and General Plan goals and policies related to renewable energy, building materials, energy efficiency, and energy usage. Adherence to the City's Municipal Code and General Plan would ensure that electrical energy would be used efficiently. As stated in response 4.6.a, the proposed project would utilize energy efficient and long-lasting LED lightbulbs inside the building, in exterior lighting in the parking area, and in project signage. Following policies and regulations established in the City's General Plan and the State's Building Code, as well as utilizing energy efficient building materials and lighting, would ensure that the project would not conflict with local energy efficiency plans or policies. Impacts would be less than significant.

4.7 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	☐	☐	☑	☐

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

A *Geotechnical Engineering Investigation* was prepared for the proposed project by Krazan and Associates, Inc. (Krazan), which is dated January 31, 2022, and is included as Appendix C. The information in this section of the Initial Study related to geology and soils is based on the analysis provided in the *Geotechnical Engineering Investigation*.

a.i) No Impact. According to the Grand Terrace General Plan, there are no known faults within the Grand Terrace City limits.[12] The closest known active fault to the project site is the San Bernardino Valley segment of the San Jacinto Fault, which is approximately 2.6 miles to the northeast at its nearest location. Although the project site is located in seismically active Southern California, the site is not located within an Alquist-Priolo Earthquake Fault Zone.[13] No active faults have been identified at the ground surface on the project site. Therefore, the project would not directly or indirectly exposed to rupture of a known earthquake fault and no impact would occur.

a.ii) Less than Significant Impact. The project site is located in an area of high regional seismicity. According to the General Plan, there are seven known fault zones located in the vicinity that could result in a seismic hazard. These include the Rialto-Colton Fault, the San Jacinto Fault, the Loma Linda Fault, the San Andreas Fault, the Cucamonga Fault, and the Chino-Elsinore Fault. However, there are no known faults within the Grand Terrace City Limits.[14] Ground shaking originating from earthquakes along other active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The project is subject to the seismic design criteria of the California Building Code (CBC). The 2022 California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements will reduce potential impacts from collapse during an earthquake, thereby minimizing injury and loss of life. Although project features may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the project features because the project features are designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant with construction of the proposed coffee shop.

a.iii) No Impact. Liquefaction generally occurs as a “quicksand” type of ground failure caused by strong ground shaking. The primary factors influencing liquefaction potential include groundwater, soil type, relative density of the sandy soils, confining pressure, and the intensity and duration of ground shaking. The San Bernardino County Geologic Hazard Overlay Map does not include the project site within a liquefaction susceptibility area.[15] Moreover, the General Plan Public Health and Safety Element concludes that liquefaction is not considered a direct hazard to the City of Grand Terrace.[16]

In addition, the subsurface conditions at the site are not considered to be conducive to liquefaction. Based on the mapping performed by San Bernardino County the City of Grand Terrace and the conditions encountered at the site, adverse impacts due to the risk of liquefaction are not anticipated. No impact will occur.

a.iv) No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat and, according to the San Bernardino County Geologic Hazard Overlay Map, is not located within an area susceptible to landslides.[17] Therefore, there would be no impact from landslides on the project and no mitigation is required.

b) Less than Significant Impact. Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little native topsoil is likely to occur on the site because it is partially developed and has been disturbed in the past. Development of the proposed coffee shop would have the potential to expose surficial soils to wind and water erosion during construction activities. However, wind erosion would be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion would also be prevented through the City's standard erosion control practices (Municipal Code Sections 13.20.220 and 13.20.230) required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES). Therefore, impacts related to soil erosion would be less than significant with implementation of existing regulations.

c) Less than Significant Impact. Impacts related to liquefaction and landslides are discussed above in Sections 4.7.a, above. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within the project site, and the subsurface soil conditions that are not conducive to liquefaction, the potential for lateral spread occurring on the project site is considered to be negligible. The project site is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. The project site is relatively flat and consists of native alluvial soils and non-native soils. The project is required to be constructed in accordance with the 2022 CBC. Compliance with existing CBC regulations would limit hazard impacts arising from unstable soils to less than significant levels. Therefore, the project would not likely result in landslides, lateral spreading, subsidence, liquefaction or collapse and impacts would be less than significant.

d) Less than Significant Impact. Expansive soils are classified as ranging from very low to very high according to expansion index criteria established by Table 18-1-B of the Uniform Building Code (ICBO, 1994). Based on a review of geologic maps and nearby boring data (County of Riverside, 1999 and Delta, 2010), it is anticipated that much of the site soils consist of sand, silt, and gravel. As such, site soils are anticipated to have a low potential for expansion. The project would be required to be in conformance with the 2022 California Building Code, City regulations, and other applicable standards. It is the responsibility of the geotechnical engineer of record to evaluate the potential for expansive soils and to provide appropriate design recommendations to address the potential hazards. Conformance with standard engineering practices and adherence to design criteria would reduce impacts related to expansive soil potential to a less than significant level.

e) No Impact. The project proposes to connect to the existing municipal sewer system and would not require use of septic tanks. Therefore, no impact would occur.

f) Less than Significant with Mitigation Incorporated. The project site has been partially disturbed by previous development. Any buried paleontological resources would have already been uncovered or destroyed at the time of initial grading of the project site. However, in the event that paleontological materials are uncovered, **Mitigation Measures GEO-1** through **GEO-4** are required to reduce potentially significant impacts to previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during project implementation to a less than significant level. **Mitigation Measure GEO-1** requires that a paleontological sensitivity training for construction personnel be conducted before commencement of excavation activities. **Mitigation Measure GEO-2** requires that a qualified paleontologist conduct periodic paleontological spot checks to determine if excavations have extended into older Pleistocene alluvial deposits as well as the presence of a paleontological monitor during all excavations into the local geologic formation or into older Pleistocene alluvial deposits. **Mitigation Measure GEO-3** requires that ground-disturbing activities be halted or diverted away from the vicinity and that a buffer of at least 50 feet be established if paleontological materials are encountered until an appropriate treatment plan is coordinated. **Mitigation Measure GEO-4** requires that a professional paleontologist prepare a report summarizing the results of the monitoring efforts, methodology used, and the description of fossils collected and their significance. With implementation of **Mitigation Measures GEO-1** through **GEO-4**, impacts to paleontological resources will be less than significant as a result of construction of the proposed project.

Mitigation Measures

GEO-1 **Conduct Paleontological Sensitivity Training for Construction Personnel.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2 **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving activities.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic paleontological spot checks beginning at depths below six (6) feet to determine if construction excavations have extended into older quaternary deposits. After the initial paleontological spot check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older quaternary deposits, construction monitoring for paleontological resources will be required. The applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or

unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until an appropriate paleontological treatment plan has been approved by the applicant and the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

GEO-4 **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the applicant, the City, the Natural History Museums of San Bernardino County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

4.8 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

Greenhouse gas emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1. The sections below utilize the CalEEMod results, and the air quality modeling data and emissions estimates are provided in Appendix A.

a) Less than Significant Impact. Climate change is the distinct change in measures of climate for a long period of time. Climate change is the result of numerous, cumulative sources of greenhouse gas (GHG) emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (e.g., changes in ocean circulation). Human activities can affect the atmosphere through emissions of GHG and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

GHGs differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth, because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. GHGs occur naturally and from human activities. GHGs produced by human activities include carbon dioxide (CO_2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

Estimated GHG emissions for the proposed project were quantified to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions. The project's total GHG emissions (i.e., operational emissions combined with the amortized construction emissions) are shown in Table 7 (Unmitigated Project Greenhouse Gas Emissions) and are compared against the SCAQMD's lowest recommended screening level of 3,000 $MTCO_2e$/yr for commercial projects. As shown in Table 7, the total GHG emissions generated from the project (including construction) is approximately 1,693 $MTCO_2e$/yr which includes construction-related emissions amortized over a typical project life of 30 years. Therefore, the proposed project would not exceed the applicable draft GHG screening thresholds and impacts would be less than significant.

Table 7
Unmitigated Project Greenhouse Gas Emissions

	GHG Emissions (MT/Year)				
Emission Source	**CO_2**	**CH_4**	**N_2O**	**CO_2e**	**Total $MTCO_2e$/yr**
Area	<0.1	<0.1	<0.1	--	<0.1
Energy	13.5	<0.1	<0.1	--	13.5
Mobile	1,637	0.1	0.1	2.5	1,668
Waste	1.0	0.1	0.0	--	3.4
Water	0.7	<0.1	<0.1	--	1.0
Refrigerants	--	--	--	0.3	0.3
Amortized Construction(A)	6.7	<0.1	<0.1	<0.1	6.7
Total Project Emissions(B)	1,658	0.2	0.1	2.8	1,693
SCAQMD Threshold					**3,000**
SCAQMD Threshold Exceeded?					***No***

Source: MIG, 2024 and SCAQMD, 2010.
(A) Construction emissions value has been averaged over a 30-year assumed project lifetime.
(B) Totals may not equal due to rounding.

b) No Impact. As shown above, the project would not generate greenhouse gas emissions, either directly or indirectly, that would exceed SCAQMD's threshold for commercial land uses. Additionally, the project's consistency with Assembly Bill (AB) 32 and Senate Bill (SB) 32 are discussed below.

AB 32 Consistency. AB 32 was adopted in 2006 and requires California to reduce its GHG emissions to 1990 levels by 2020. CARB identified reduction measures to achieve this goal as set forth in the CARB Scoping Plan. Thus, projects that are consistent with the CARB Scoping Plan are also consistent with AB 32 goal. The project would generate GHG emissions, directly and indirectly, from a variety of sources. The CARB Scoping Plan includes strategies for implementation at the statewide level to meet the goals of AB 32. These strategies serve as statewide measures to reduce GHG emissions levels. The project would be subject to the applicable measures established in the Scoping Plan because these measures are implemented at the state level. Therefore, the project would not conflict or otherwise interfere with implementation of AB 32.

SB 32 Consistency. SB 32 was adopted in 2016 and requires the state to reduce statewide GHG emissions 40% below 1990 levels by 2030. SB 32 codifies the reduction target issued in Executive Order B-30-15. SB 32 builds upon the AB 32 goal of 1990 levels by 2020 and provides an interim goal to achieving Executive Order S-3-05's 2050 reduction goal of 80% below 1990 levels. The 2022 Scoping Plan is CARB's primary document used to ensure statewide GHG reduction goals are met. The 2022 Scoping Plan's primary objective is to identify the measures needed to achieve the 2030 reduction target established under SB 32 and have the state achieve carbon neutrality by 2045, as

codified by AB 1279. Appendix D to CARB's 2022 Scoping Plan Update identifies potential actions that could be undertaken at a local level to support the State's climate goals. In addition to providing guidance to local lead agencies on long-term climate planning (e.g., developing a qualified climate action plan), this appendix also provides a list of key GHG reducing attributes for residential and mixed-use developments, such as providing electric vehicle (EV) infrastructure, VMT reductions, and prohibiting natural gas infrastructure, that would support achievement of the State long-term GHG reduction goals. The proposed project would not result in significant VMT impacts (see Response 4.17.b) and would not utilize natural gas hookups. Therefore, the proposed project would not conflict with the State's 2030 GHG reduction goals or impede achievement of carbon neutrality by 2045.

The CARB 2022 Scoping Plan identified reduction measures to achieve the SB 32 GHG reduction goals. Like the previously adopted Scoping Plans, the 2022 Scoping Plan includes statewide reduction measures that are implemented at the state level. The project would be subject to the applicable measures established in the 2022 Scoping Plan because these measures are implemented at the state level. Additionally, the 2022 Scoping Plan Update indicates "California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32"; and it recognizes the potential for California to "reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80% below 1990 levels by 2050." The proposed project does not propose facilities or operations that would substantively interfere with any future County-mandated, state-mandated, or federally-mandated regulations enacted or promulgated to legally require development to assist in meeting state-adopted GHG emissions reduction targets, including those established under Executive Order S-3-05, Executive Order B-30-15, SB 32, or the 2022 Scoping Plan. Therefore, the proposed project would not conflict with implementation of SB 32 or otherwise interfere with implementation of this or future goals.

4.9 – 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?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☑	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☑	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐
h) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

A *Phase I Environmental Site Assessment (ESA)* was prepared for the proposed project by Farallon Consulting (Farallon), which is dated March 6, 2023, and is included as Appendix D. A *Limited Soil Gas Investigation and Ground-Penetrating Radar Survey* was prepared for the proposed project by Farallon, which is dated October 18, 2023, and is included as Appendix E. The information in this section of the Initial Study related to hazards and hazardous emissions is based on the analysis provided in the *Phase I ESA* and the *Limited Soil Gas Investigation and Ground-Penetrating Radar Survey*.

a) Less than Significant Impact. Construction and operation of the proposed project could create significant hazards if it resulted in the routine transport, use, or disposal of hazardous materials during either construction or operation. These potential impacts are discussed below.

Short-term (Construction Period) Activities. Construction of the proposed project would require the transport and use of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed project would require ordinary construction activities and would not require a substantial or uncommon number of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction practices include good housekeeping measures to prevent/contain/clean-up spills and contamination from fuels, solvents, concrete wastes and other waste materials. Construction-related impacts would be less than significant with adherence to existing regulations.

Long-term (Operational) Activities. The proposed project includes development and operation of coffee shop with drive-through and walk-up windows and associated parking and landscaping improvements. Routine transport, use, or disposal of hazardous waste or materials is not associated with this type of use and the project would only generate a nominal amount of Household Hazardous Waste (HHW) as a result of routine maintenance and cleaning operations. Disposal of HHW would be required to comply with federal, State, and local regulations related to disposal of wastes. Compliance with these regulations would minimize potentially hazardous effects, and impacts would be less than significant.

b) Less than Significant with Mitigation Incorporated. The proposed project site contains a former auto repair shop, gasoline pump station, and associated appurtenances. Additionally, the site includes surface parking and vacant land containing overgrown natural vegetation. Given the former use of the site, a *Phase I ESA* was prepared to assess the potential for site contamination at the project site. According to the Phase I ESA, Farallon identified the following significant data gaps related to the project site:

- According to the EDR Report, the project site had three gasoline underground storage tanks (USTs) and a 550-gallon waste oil UST. The EDR Report lists the three gasoline USTs as either 7,500- or 8,000-gallon capacity. Additional information regarding the USTs on the project site was not available. Farallon searched the GeoTracker, EnviroStor, and CalEPA databases for the project site address and reviewed available information. Additionally, regulatory files for the project site were requested; according to the San Bernardino County Environmental Health Services, no files related to UST were available for the project site. The insufficient information regarding the three 7,500- or 8,000-gallon gasoline USTs and a 550-gallon waste oil UST at the project site is considered a significant data gap and represents a recognized environmental condition in connection with the project site.

- According to records provided by SCAQMD, the project site had two 10,000-gallon gasoline USTs and one 10,000-gallon diesel UST. Additionally, regulatory files for the project site were requested. However, according to the San Bernardino County Environmental Health Services, no files for the project site were available. The insufficient information regarding the two 10,000-gallon gasoline USTs and one 10,000-gallon diesel UST at the project site is considered a significant data gap and represents a recognized environmental condition in connection with the project site.

- Grand Terrace Gas-Up #2603 and GT Pitstop are listed as having an accidental gasoline release to soil that was closed by San Bernardino County and Water Board on March 15, 2000. Farallon searched the GeoTracker, EnviroStor, and CalEPA databases for the project site address and reviewed available information. The project site is identified on the GeoTracker website as a LUST Cleanup Site with a cleanup status of *Completed – Case Closed*. Additionally, regulatory files regarding this release were requested from Water Board but have not yet been made available, which represents a significant data gap. The historical release of gasoline impacting soil at the project site that was granted regulatory closure represents a historical recognized environmental condition in connection with the project site.

Farallon also identified the following recognized environmental conditions in connection with the project site:

- The potential release of hazardous substances associated with the long-term auto repair operations conducted at the project site;

- The potential release of hazardous substances associated with three 7,500- or 8,000-gallon gasoline USTs and a 550-gallon waste oil UST at the project site; and,

- The potential release of hazardous substances associated with two 10,000-gallon gasoline USTs and one 10,000-gallon diesel UST at the project site.

As a result of the findings of the Phase I ESA, Farallon prepared a *Limited Soil Gas Investigation and Ground-Penetrating Radar Survey* for the proposed project site. The results from the ground-penetrating radar (GPR) survey indicated three anomalies at the project site:

- An anomaly located west of the existing building, which was identified as a backfill area where former UST(s) are suspected to have been located.
- An anomaly located south of the existing building, which is suspected to be an in-ground UST(s), possibly a waste oil tank.
- An anomaly located on the northeastern corner of the site, which is suspected to be an in-ground clarifier.

The results of the soil gas investigation found that numerous constituents of potential concern (COPCs) were detected at concentrations exceeding laboratory limits in the soil gas samples collected from borings SVP-1 through SVP-4. However, with the exception of benzene and tetrachloroethene (PCE) in boring SVP-3, all the concentrations were less than the 2019 San Francisco Bay Regional Water Quality Control Board (Water Board) Environmental Screening Levels, Vapor Summary (ESLs) for commercial/industrial receptor scenarios. Boring SVP-3 is located in the proposed Dutch Bros building footprint and in the suspected vicinity of the former pump islands associated with the gasoline dispensing operation. At this boring location:

- Benzene was detected at a concentration of 16 micrograms per cubic meter (µg/m3) exceeding the Water Board ESL of 14 µg/m3.
- PCE was detected at a concentration of 170 µg/m3 exceeding the Water Board ESL of 67 µg/m3.

Farallon noted that the soil gas results indicate the potential for impacted soil to be present in the vicinity of the boring locations. As such, Farallon recommended a vapor intrusion system (VIMS) be installed at the project site that meets current California regulatory requirements. Farallon also recommended preparation of an Environmental Media Management Plan (EMMP). Finally, Farallon noted that the GPR survey results indicated the presence of a UST that appears to still be in-place south of the existing building and the presence of a clarifier that appears to still be in-place on the northeastern corner of the site. Farallon noted that the UST and clarifier will need to be decommissioned and removed in accordance with local and State regulations. At that time, Farallon stated that soil conditions around the UST and clarifier can be assessed to evaluate whether releases have occurred.

Given the existing site contamination, it is possible that buried hazardous materials may be uncovered during project grading and/or site preparation activities, especially in or near the location of the former auto repair shop and the proposed location of the coffee shop. As such, **Mitigation Measure HAZ-1** has been incorporated to ensure that any such materials that are uncovered during grading and/or site preparation activities would be identified and remediated according to established federal, state, and local regulations regarding such materials. With regulatory compliance and implementation of the **Mitigation Measure HAZ-1**, the proposed project would not 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. Impacts would be less than significant with mitigation incorporated.

c) Less than Significant Impact. The nearest school to the project site is Grand Terrace Elementary School, which is located across the street from the project site on the opposite side of Barton Road. However, as stated in Response 4.9.a, construction-related impacts would be less than significant with adherence to existing regulations. In addition, as stated in Response 4.9.a, the proposed coffee shop would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during operation. Therefore, a less than significant impact would occur.

d) Less than Significant Impact. Based upon review of the state *Cortese List*[18], a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses, the project site is not listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[19] not listed as a hazardous solid waste disposal site by the SWRCB,[20] not currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[21] and not developed with a hazardous waste facility subject to corrective action by the DTSC.[22] The project site is identified by the State Water Resources Control Board (SWRCB) as containing a leaking underground storage tank.[23] However, according to the SWRCB, the status of the site is listed as “Completed – Case Closed”, meaning that no further action is required. Further, implementation of **Mitigation Measure HAZ-1**, as discussed in Response 4.9.b above, would ensure that any buried hazardous materials uncovered during grading and/or site preparation activities would be identified and remediated according to established federal, state, and local regulations. Therefore, impacts would be less than significant.

e) No Impact. The nearest airport to the project site is San Bernardino International Airport, located approximately 5.5 miles northwest of the site.[24] The project site is not located within an airport land use plan. Therefore, no impact related to airport operations would occur.

f) Less than Significant Impact. Per state Fire and Building Codes, sufficient space would have to be provided around the proposed building and in the parking area for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The development would be required to comply with the California Fire Code as adopted by the Grand Terrace Municipal Code (Chapter 15.18.010: Adoption of the California Fire Code). Vehicular access to the proposed parking area would be provided via a 26-foot wide driveway in the northwestern portion of the site, which would provide for both ingress and egress. The project would also provide an entrance to the double drive-through lane via a new 22-foot wide driveway in the southwestern portion of the site at the terminus of the Michigan Street cul-de-sac. Finally, the project would provide a 17-foot wide exit-only driveway in the southern portion of the parking area just north of the drive-through entrance. Vehicles exiting the drive-through lane would be directed to exit via the driveway in the northwestern portion of the site, while vehicles in the parking area would be directed to exit via both driveways. The project driveways have been designed to California Fire Code specifications and would allow emergency access and evacuation from the site. Any driveway improvements that occur during project development would also be constructed to California Fire Code specifications. The project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the development would be limited to lateral utility connections and nominal potential traffic diversion. Therefore, project impacts would be less than significant.

g) No Impact. According to the General Plan, the project site is not located within a fire hazard zone, as identified in Exhibit 5-3 (Very High Fire Hazard Severity Zone) of the *Public Health and Safety Element*.[25] There are no wildland conditions in the urbanized area where the project site is located. Therefore, no impact would occur.

Mitigation Measures

HAZ-1 **Inadvertent Hazmat Discovery.** Prior to issuance of a grading permit, the applicant shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from private development sites. The QEP must be on-call and summoned to the site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

Remediated areas must be retested to assure potential contaminant levels are within applicable industrial standards. The results of any testing shall be provided to the San Bernardino County Fire Department - Hazardous Materials Division as the County's Consolidated Unified Protection Agency (CUPA) and the San Bernardino County Department of Public Health if necessary.

Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the San Bernardino County Fire Department -

Hazardous Materials Division as the Certified Unified Program Agency (CUPA) for the County.

4.10 – 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 or otherwise substantially degrade surface or ground water supply?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☑	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☑	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☑	☐
iv) impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

A *Preliminary Water Quality Management Plan (WQMP)* was prepared for the proposed project by Barghausen Consulting Engineers, Inc. (Barghausen), which is dated May 8, 2024, and is included as Appendix F. The information in this section of the Initial Study related to hydrology and water quality is largely based on the analysis provided in the *Preliminary WQMP*.

a) Less than Significant Impact. A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Water Code § 13050, or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the proposed coffee shop would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Stormwater Pollution Prevention Plan (SWPPP) to reduce potential water quality impacts during construction activity (Grand Terrace Municipal Code Section 13.20.230) and the implementation of post-construction best management practices (BMPs) (Grand Terrace Code Section 13.20.250).

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment. According to the Grand Terrace Municipal Code section 18,74.110 (Discharges) all grading, grubbing, clearing, soil disturbance, and/or construction operations shall comply with the erosion control and best management practices of the City's current permit for the National Pollution Discharge Elimination System (NPDES). In addition, all new development projects equal to one acre or more are subject to San Bernardino County NPDES Permit No. CAS618036. Because the proposed project would disturb approximately 1.0 acre of land, it would be subject to NPDES permit requirements during construction activities. Moreover, pursuant to Municipal Code Section 13.20.230, a Storm Water Pollution Prevention Plan (SWPPP) would be prepared and submitted for the proposed development. All construction projects must apply BMPs that include drainage controls such as detention ponds, dikes, filter berms, and downdrains to prevent runoff, and utilizing plastic covering to prevent erosion. Compliance with City discharge requirements would ensure that construction of the proposed project would not violate any water quality standards or discharge requirements, or otherwise substantially degrade water quality. Impacts would be less than significant with implementation of existing regulations.

Operational Impacts

Proposed construction would result in approximately 50 percent impervious surfaces on the project site. The project would be subject to post-construction best management practices (BMPs) to address increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges. During operation stormwater would be collected on-site and discharged into the municipal storm drain system in Barton Road. In addition, the areas of the site that would not be converted to impervious surfaces would continue to serve as bio swales for runoff collection and treatment. The proposed coffee shop would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the proposed building would be discharged into the local sewer system for treatment at the Victor Valley Wastewater Reclamation Authority Wastewater (VVWRA) Treatment Plant. According to the San Bernardino County Department of Public Works Special Districts Water

and Sanitation 2020 Urban Water Management Plan (UWMP), the VVWRA Treatment Plant treated a wastewater volume of approximately 589 acre feet per year (AFY) in 2020. The proposed project is anticipated to generate nominal wastewater during normal operations and periodic maintenance activities, mostly as a result of landscape irrigation. Wastewater is generally estimated to be 80 percent of total water usage. As such, the proposed project is anticipated to generate approximately 509,369 gallons of wastewater per year, or 1.56 AFY. This increase is within the treatment capacity of the VVWRA Treatment Plant. Additionally, the local wastewater treatment system is designed to comply with federal regulations (National Pollution Discharge Elimination System, NPDES) administered by the RWRCB. Therefore, impacts associated with operation of the proposed project would be less than significant with implementation of existing regulations.

b) Less than Significant Impact. If the project substantially decreases groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, a potentially significant impact could occur. Based on a review of historic groundwater data, groundwater is expected to exist at depths in excess of fifty (50) feet below site grades. Project-related grading and trenching would only go a few feet below the surface and would not reach the depth of the groundwater table. Therefore, no disturbance of groundwater is anticipated. The proposed project would increase impervious surface coverage on the site from approximately 39 percent to approximately 50 percent. However, infiltration of irrigation water through soil and water from runoff through the remainder of the site that would remain pervious would ensure continued groundwater recharge. The project site is not utilized specifically for groundwater recharge but would continue to allow infiltration on over half the site. Because this site is not managed for groundwater supplies and would provide for continued infiltration, the addition of impervious surfaces on the site would not have a significant effect on the groundwater table level. Impacts related to development of the proposed project would be less than significant.

c.i) Less than Significant Impact. Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the proposed project results in substantial on- or off-site erosion or siltation. There are no rivers or streams that traverse the project site; therefore, the project would not result in the alteration of any stream course. As discussed in Response 4.10.a, erosion and siltation reduction measures would be implemented during construction pursuant to Municipal Code Section 18.74.110 (Discharges). Therefore, the site would not be prone to substantial erosion or siltation during construction. At the completion of construction, the site would consist of approximately 50 percent impervious surfaces and 50 percent pervious landscaped areas. During project operation, stormwater would be collected on site in a series of drains and gutters and would be conveyed to the City's municipal storm drainage system in Barton Road. Therefore, the drainage pattern would not be substantially altered in a manner that could cause increases in erosion off-site. Impacts would be less than significant.

c.ii) Less than Significant Impact. As stated in response 4.10.c.i, there are no rivers or streams that traverse the project site; therefore, the project would not result in the alteration of any stream course, nor would any offsite flows alter a stream course. Additionally, during construction, the project applicant would be required to comply with drainage and runoff guidelines pursuant to Municipal Code Chapter 13.20. With regard to project operation, development of the proposed coffee shop and associated parking and landscaping improvements would increase the net area of impermeable surfaces on the site to approximately 50 percent; therefore, increased discharges to the City's existing storm drain system would likely occur. However, stormwater associated with the proposed development would be collected on site and conveyed to the City's municipal storm drainage system in Barton Road. Therefore, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

c.iii) Less than Significant Impact. As stated in response 4.10.c.i, there are no rivers or streams that traverse the project site; therefore, the project would not result in the alteration of any stream course. Permits to connect to the existing storm drainage system would be obtained prior to construction. All drainage plans are subject to City review and approval. Therefore, the increase in discharges would not impact local storm drain capacity. The project is a commercial use; therefore, it would not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. Therefore, the proposed project would not 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. Impacts would be less than significant.

c.iv) No Impact. As stated in response 4.10.c.i, there are no rivers or streams that traverse the project site; therefore, the project would not result in the alteration of any stream course. According to flood maps prepared by the Federal Emergency Management Agency, the project site is not located within a 100-year flood floodplain.[26] The project is located in Zone X, which is an area determined to be outside the 0.2% annual chance floodplain. Additionally, the General Plan does not identify the project site as being located in a flood hazard zone.[27] Therefore, the project would not impede or redirect flood flows. No impacts would occur.

d) No Impact. The project site is not located within a 100-year flood floodplain. The City is not exposed to tsunami hazards due to its inland location. In addition, no large water bodies that would pose potential for seiche are in the project area. The potential for mudflows is unlikely given the site's distance from hillside and mountainous terrain. Additionally, according to the County of San Bernardino General Plan Hazard Overlay map for the area, the project site is not located within a dam inundation area.[28] No impact would result.

e) Less than Significant Impact. As demonstrated in Responses 4.10.a through 4.10.d, the proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.

4.11 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐

a) No Impact. The project site is surrounded by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. The site is currently designated in the City's General Plan and Zoning Code for General Commercial uses. The proposed project is consistent with these designations and is consistent and compatible with surrounding land uses. The project does not involve construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) Less than Significant Impact. As stated in response 4.11.a, the project site is surround by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development and the site is currently designated in the City's General Plan and Zoning Code for General Commercial uses. The proposed project would be consistent with both the General Plan and Zoning Code. Furthermore, the project-level review of the project includes a site design review to ensure compliance with site-specific development standards, as outlined in the City's Zoning Code and other applicable ordinances. With compliance with the above plans and policies, the proposed project would not conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and a less than significant impact would occur.

4.12 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

a) No Impact. The project site is in a partially urbanized area characterized by commercial development, residential uses, public/institutional uses, surface street features, and some vacant land planned for development. According to the California Department of Conservation Mineral Lands Classification map for the San Bernardino County Production-Consumption (P-C) Region, the project site is located within an area designated Mineral Resource Zone 3 (MRZ-3).[29] These are areas where the significance of mineral deposits cannot be determined. Additionally, the project site is not located within any known oil or gas field boundary and there are no known producing and/or abandoned oil wells located within 1,500 feet of the site. Therefore, the project would not 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 and no impact would occur.

b) No Impact. As stated in response 4.12.a above, the project site is located in an area where the significance of mineral deposits cannot be determined. Additionally, the project site is not located within any known oil or gas field boundary and there are no known producing and/or abandoned oil wells located within 1,500 feet of the site. Finally, the Grand Terrace General Plan Open Space and Conservation Element does not identify any locally-important mineral resource recovery sites within the City boundaries. Therefore, the project would not 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 and no impact would occur.

4.13 – Noise

Would the project:

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

The Decibel Scale (dB)

The decibel scale (dB) is a unit of measurement that indicates the relative amplitude of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 more intense, and so on. In general, there is a relationship between the subjective noisiness, or loudness of a sound, and its amplitude, or intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness.

Sound Characterization

There are several methods of characterizing sound. The most common method is the “A-weighted sound level,” or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is typically most sensitive. Thus, most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Human hearing matches the logarithmic A-weighted scale, so that a sound of 60 dBA is perceived as twice as loud as a sound of 50 dBA. In a quiet environment, an increase of 3 dB is usually perceptible, however, in a complex noise environment such as along a busy street, a noise increase of less than 3 dB is usually not perceptible, and an increase of 5 dB is usually perceptible. Normal human speech is in the range from 50 to 65 dBA. Generally, as environmental noise exceeds 50 dBA, it becomes

intrusive and above 65 dBA noise becomes excessive. Nighttime activities, including sleep, are more sensitive to noise and are considered affected over a range of 40 to 55 dBA. Table 8 (Typical Outdoor and Indoor Noise Levels) lists typical outdoor and indoor noise levels in terms of dBA.

Table 8
Typical Outdoor and Indoor Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	-110-	Rock Band
Jet flyover at 1,000 feet		
	-100-	
Gas lawn mower at 3 feet		
	-90-	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	-80-	Garbage disposal at 3 feet
Noise urban area, daytime		
Gas lawnmower, 100 feet	-70-	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	-60-	
		Large business office
Quiet urban daytime	-50	Dishwasher next room
Quite urban nighttime	-40-	Theater, large conference room (background)
Quiet suburban nighttime		
	-30-	Library
Quite rural nighttime		Bedroom at night
	-20-	
		Broadcast/recording studio
	-10-	
Lowest threshold of human hearing	-0-	Lowest threshold of human hearing

Source: Caltrans 2013

Sound levels are typically not steady and can vary over a short time period. The equivalent noise level (Leq) is used to represent the average character of the sound over a period of time. The Leq represents the level of steady noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. Leq is useful for evaluating shorter time periods over the course of a day. The most common Leq averaging period is hourly, but Leq can describe any series of noise events over a given time period. Variable noise levels are values that are exceeded for a portion of the measured time period. Thus, L01 is the level exceeded one percent of the time and L90 is the level exceeded 90 percent of the time. The L90 value usually corresponds to the background sound level at the measurement location.

Noise exposure over the course of an entire day is described by the day/night average sound level, or Ldn, and the community noise equivalent level, or CNEL. Both descriptors represent the 24-hour noise impact on a community. For Ldn, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a nine-hour nighttime period (10 PM to 7 AM) and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to Ldn, except that it includes an additional 5 dBA penalty beyond the 10 dBA for sound events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during Ldn and CNEL calculations are intended to account for a receptor's increased sensitivity to sound levels during quieter nighttime periods.

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. Theoretically, the sound level of a point source attenuates, or decreases, by 6 dB with each doubling of distance from a point source. Sound levels are also affected by certain environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and attenuation by barriers. Outdoor noise is also attenuated by the building envelope so that sound levels inside a residence are from 10 to 20 dB less than outside, depending mainly on whether windows are open for ventilation or not.

When more than one point source contributes to the sound pressure level at a receiver point, the overall sound level is determined by combining the contributions of each source. Decibels, however, are logarithmic units and cannot be directly added or subtracted together. Under the dB scale, a doubling of sound energy corresponds to a 3 dB increase in noise levels. For example, if one noise source produces a sound power level of 70 dB, two of the same sources would not produce 140 dB – rather, they would combine to produce 73 dB.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear can discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such speech, sleep, learning, or relaxing
- Physiological effects such as startling and haring loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports. Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it to the existing

environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Existing Noise Environment

According to the City's General Plan, transportation noise is the primary source of noise in the City.[30] The project site is located in the west-central portion of the City of Grand Terrace, and is bordered by Barton Road to the north, Commerce Way to the east and south, and Michigan Street to the west. Interstate 215 (I-215) is located approximately 0.1 miles west of the proposed project site. The City's General Plan identifies that commercial and industrial land uses near the I-215 (such as the proposed project) are subject to some of the highest noise levels in the City. Traffic noise modeling conducted for the City's General Plan indicates noise levels within 100 feet of the centerline of Barton Road were approximately 70 CNEL in 2010 and predicted to increase to approximately 73 CNEL by year 2030. Short-term (15-minute) noise monitoring conducted for the City's General Plan at Barton Road and Interstate 215 (0.1 miles west of the project site) recorded noise levels of approximately 69 dBA L_{eq}. For the purposes of this analysis, the ambient noise levels at and near the project site are assumed to be up to 69 dBA L_{eq} and 70 CNEL. This assumption is considered conservative since this noise level is based on 2010 traffic noise modeling and traffic volumes have likely increased along Barton Road since 2010.

Noise Sensitive Receptors

Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of noise sensitive receptors that could be sensitive to changes in existing environmental noise levels. The noise sensitive receptors adjacent or in close proximity to (i.e., within 1,000 feet) of the perimeter of the proposed project are limited to:

- The residential land use located at 12201 Michigan Street, approximately 325 feet south of the project site;
- The residential land use located at 12030 Vivienda Avenue, approximately 380 feet north of the project site;
- Grand Terrace Elementary School, approximately 420 feet north of the project site.

City of Grand Terrace Municipal Code

Title 8 of the City of Grand Terrace Municipal Code, Health and Safety, Chapter 8.108, Noise, sets forth standards that apply to the proposed project's potential construction and operational noise levels. Relevant standards include (City of Grand Terrace, 2017):

- **Section 8.108.040, Special Activities.** This section sets forth the following noise sources are exempt from the City's noise regulations:
    - Noise sources associated with, or vibration created by construction, repair, or remodeling or grading of any real property, provided the activities do not take place between the hours of 8 PM and 7 AM Monday to Saturday, or at any time on Sunday or a national holiday (Section 8.108.040(C)).
    - Noise sources associated with the maintenance of real property provided the activities take place between the hours of 8 AM and 8 PM Monday to Saturday and 9 AM to 8 PM on Sunday (Section 8.108.040(E)).
- **Section 8.108.050, Prohibited Noise.** This section sets for the following noise sources are prohibited and considered a nuisance:
    - Whistles, horns, bells, or other such devices used between 10 PM and 7 AM in such a manner as to be loud or excessive at a distance of 50 feet from the equipment being operated.
    - Loading or unloading of trucks in a manner that disturbs the peace and quiet of adjacent residential neighborhoods between the hours of 10 PM and 7 AM, including loading or unloading activities in a manner that is loud and excessive at a distance of 50 feet from the truck or vehicle being unloaded.
    - The operation or use of equipment between the hours of 10 PM and 7 AM that produces loud and excessive noise at a distance of 50 feet from the equipment being operated, such as a pile driver, electric hoist, fork lift, or other tools, or the movement of tractors, tractor trucks, or large trucks on property adjacent to residences.
- **Section 18.74.060, Vibration Standards.** This section sets forth that land uses in the City are prohibited from generating vibration of a duration and intensity that is excessive, disturbing, or objectionable to offsite persons or which interferes with the operations of equipment and facilities of adjoining parcels.

City of Grand Terrace General Plan

The City of Grand Terrace General Plan Noise Element provides guidance for decision-making for both public and private developments where noise may be a concern and adequate mitigation measures for noise-related impacts to existing and planned land uses. General Plan Table 6.2 (Interior and Exterior Standards) establishes interior and exterior noise level standards of 45 dB and 65 dB, respectively, for residential and school land uses. General Plan Table 6.3 (Noise/Land Use Compatibility Matrix) establishes the noise environment for commercial land uses is normally acceptable up to 70 CNEL, and conditionally acceptable above 70 CNEL.

a) Less than Significant Impact. The project would result in the generation of both short-term construction and long-term operational noise and vibration. However, as described in detail below, the proposed project would not generate significant construction or operational noise levels, nor would the land use be incompatible with the existing noise environment.

Short-Term (Construction) Noise Levels

Construction of the proposed project is anticipated to begin in early 2025 and last approximately 12 months. Construction activities would include demolition of the existing former auto repair shop and fueling station, site preparation, grading, construction of the coffee shop building, paving of the

parking area and walkways, and architectural coating activities. These types of construction activities would generate noise and vibration from heavy equipment operation and vehicle trips and could temporarily increase noise levels at adjacent properties with potential sensitive noise receptors.

The City of Grand Terrace does not have established quantitative sound level standards for construction activities. Rather, the City's Municipal Code exempts noise sources associated with construction, repair or remodeling or grading of any real property from specific noise level standards provided the construction activities occur within the timeframes the timeframes specified in the City's Noise Ordinance. The proposed project would comply with City of Grand Terrace Municipal Code Section 8.108.040, which limits construction activities to the hours of 7:00 AM to 8:00 PM on weekdays and Saturdays. Construction on Sunday would not be permitted. This code requirement limits construction activities to daytime hours when people are generally considered to be least sensitive to environmental noise levels. Worst case noise levels, which would occur during demolition, site preparation, and grading would only last approximately one of the 12 months of construction. Building construction activities would not require substantial heavy duty equipment operations. Construction equipment would contain standard noise suppression devices such as mufflers, engine shields/covers, and engine/mechanical isolators/mounts that typically reduce engine, mechanical, and exhaust noise levels below standard reference noise levels, which are based on older equipment operations. Further, the project site is located in a complex noise environment, with motor vehicles operating on local roadways (e.g., Commerce Way, Barton Road, and I-215) being the primary drivers of ambient sound levels in proximity of the project site. The nearest sensitive receptors are located over 300 feet from the site. While construction noise may be heard at sensitive receptor locations, it would likely blend into the background noise environment. Project construction would be temporary and construction noise would cease upon completion of development. For these reasons, the proposed project would not result in a significant, temporary increase in ambient noise levels at sensitive receptor locations that would be inconsistent with City standards.

Long-Term (Operational) Noise Levels

The project site is located in an area that is generally characterized by commercial uses, residential uses, public/institutional uses, roadway features, and some undeveloped land that is planned for development. The project would not generate substantial operational noise. The project would generate noise from landscaping equipment; motor vehicles onsite, including parking and vehicles idling in the drive through; heating ventilation and air conditioning (HVAC) equipment for the proposed coffee shop building; and other commercial activities. The drive-through would not include any speaker boxes, which would eliminate a primary noise source commonly associated with drive-through facilities. The types of noise generated by the proposed project would be similar to those already in the vicinity of the project site. Due to the site's proximity to Interstate 215 (I-215), the ambient noise environment (sound type and level) would primarily be dominated by traffic noise sources along I-215. Traffic along Barton Road and Commerce Way would also contribute to the ambient noise environment in proximity of the site. Additional vehicle trips generated by the proposed project would not generate substantial noise relative to the existing ambient noise environment. Existing vehicle traffic on roadways adjacent to the project site are much higher than the additional trips that would be generated by the project.[v] The traffic noise from I-215 also dominates overall sound levels in the vicinity of the project site, as mentioned previously. The proposed project would

[v] Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels. Operation of the Project would not double traffic volumes on local roads used to access the site.

not generate operational noise levels that would have a significant impact on the environment. Long-term operational impacts would be less than significant.

Land Use Compatibility

Table 6.3 (Noise/Land Use Compatibility Matrix) in the City's General Plan Noise Element establishes that the noise environment for commercial land uses is normally acceptable up to 70 CNEL, and conditionally acceptable above 70 CNEL. As described under "Existing Noise Environment", the proposed project is located in an area that had an existing noise environment of 70 CNEL in 2010 and is predicted to increase to approximately 73 CNEL by year 2030. The ambient noise levels at and near the project site are assumed to be up to 69 dBA L_{eq} and 70 CNEL, which would make it compatible based on the City's criteria. Furthermore, the proposed project would not result in the long-term placement of any receptors at the project site, other than those who would help service and maintain the site. Therefore, the project would not have the potential to place a long-term receptor in a location that would be incompatible with the ambient noise environment. Therefore, because the project would be located in an appropriate noise environment for its designated use, impacts would be less than significant.

b) Less than Significant Impact. The proposed project would not include substantial construction or operational activities that could generate sustained groundborne vibration levels at existing commercial buildings that could result in building damage or sustained human annoyance. The potential for ground-borne vibration is typically greatest when vibratory or large equipment such as rollers or bulldozers are in operation. For the proposed project, these types of equipment would primarily operate during demolition, site preparation, grading, and paving. This equipment would, under worst-case conditions, operate adjacent to the site's property lines and within approximately 50 feet of the nearest commercial building (to the west) but would generally take place 150 feet or more from receptor locations. The equipment used for the project during construction (e.g., bulldozers, trucks, jackhammers, etc.) would not generate ground-borne vibration that would cause damage the structural integrity of any buildings near work areas, but the vibration may be slightly perceptible (temporarily) by nearby receptors. The nearest residential receptor to the project site is approximately 325 feet to the south. At this distance, groundborne vibration generated from the project site would attenuate and likely not be perceptible at residential receptor locations. Construction-related groundborne vibration levels, therefore, would not be excessively perceptible or annoying to nearby properties and would not damage buildings. Further, the proposed project does not include any large equipment that would generate vibration during operation. For these reasons, the proposed project would not generate excessive groundborne vibration or noise levels.

c) No Impact. The closest public or private airport to the proposed project site is San Bernardino International Airport, located approximately 5.5 northeast of the project site. The next nearest airport, Flabob Airport, a small public-use airport, is located approximately 5.6 miles southwest of the project site. The City's General Plan Noise Element indicates the City is not located within an airport noise-impacted area associated with San Bernardino International Airport or Flabob Airport. The proposed project, therefore, would not expose workers to excessive airport-related noise levels. No impact would occur.

4.14 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) Less than Significant Impact. The proposed project does not include any housing; therefore, the project would not result in increases in the number of people living in the City. The project would generate three (3) to four (4) full-time employees and twenty-five (25) to thirty (30) part-time employees. Project employees are anticipated to come from the City and the surrounding area. The proposed project would not result in a substantial increase in the number of employees in the City. The project site is designated in the City's General Plan and Zoning Code for General Commercial uses. Therefore, the proposed project would not induce unplanned population growth in the City or region. Impacts would be less than significant.

b) No Impact. Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.[31] The project site does not contain any housing. Therefore, the project would not result in the displacement of any existing people or housing and no impact would occur.

4.15 – Public Services

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☐	☑
d) Parks?	☐	☐	☐	☑
e) Other public facilities?	☐	☐	☐	☑

a) Less than Significant Impact. The City of Grand Terrace contracts with San Bernardino County Fire for fire and rescue services. The City of Grand Terrace is serviced by Fire Station 23. Fire Station 23 consists of both paid and volunteer staffing. The proposed project consists of drive-through coffee shop. All facilities would be constructed to current applicable code requirements using materials that would minimize potential fire related issues. The project would not spur the growth of the region in an unplanned manner that would place unexpected future demands on existing fire services. As such, it would not require the building of new fire protection related buildings or structures and there would be a less than significant impact related to fire protection services.

b) Less than Significant Impact. The City of Grand Terrace contracts with the San Bernardino County Sheriff-Coroner Department to provide for police protection services. The project would occur on one parcel and the property would include security lighting in both the building and parking area. No other increased demands for security would occur as a result of the proposed project. The project would not result in increased demand for police services and subsequently not result in the provision of new or expanded police facilities. The project is not anticipated to increase response times to the project site or surrounding area as operation of the project would require only four (4) to eight (8) employees per shift. As required for a development of this type, the project is subject to a law enforcement Development Impact Fee as imposed by the City of Grand Terrace. The project does not propose or require new or physically altered police protection facilities. Therefore, impacts would be less than significant.

c) No Impact. The project is a non-residential land use. The proposed project includes the construction and operation of a drive-through coffee shop. The proposed project would not directly impact area schools, nor would it result in increased demand for additional schools as there would be no increase of population. The project would not require the construction or expansion of schools or education related facilities. There would be no impact to schools as a result of the proposed project.

d) No Impact. The City has established park impact fees to offset the costs associated with increased maintenance and the addition of park facilities resulting from new development. The City's park impact fees are generated based on the number of residential units in either subdivision or non-subdivision developments. The proposed project includes the construction of drive-through coffee shop. The proposed project would not directly impact existing parks and would not create a significant increased demand or need for the construction of park facilities. Therefore, no impact would occur.

e) No Impact. The City requires that certain types of development pay impact fees to compensate for additional services provided by public facilities as a result of implementation of their project. The City of Grand Terrace requires development impact fees for libraries; however, the project would not be subject to these impact fees as they are based on the number of residential units proposed by a given development. The project does not include residential uses and would not result in a direct increase in population within the City or surrounding area. Therefore, no impacts to other public facilities would occur with project implementation and no mitigation is required.

4.16 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
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?	☐	☐	☐	☑

a) No Impact. The project does not include development of any residences that could directly generate increased demand for parks and recreational facilities. Implementation of the project would not generate an increase in demand on existing public or private parks or other recreational facilities that would either result in or increase physical deterioration of the facility. Furthermore, as the project does not include residential uses, the project would not be subject to a park impact fee. Therefore, no impact would result from the project and no mitigation is required.

b) No Impact. As previously addressed, the project does not include residential development and would not create a significant increased demand or need for the construction of park facilities. The project would not require the construction or expansion of recreational facilities. Therefore, no impact would result from the project and no mitigation is required.

4.17 – Transportation

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

A *Transportation Impact Assessment* was prepared for the proposed project by Kittelson and Associates, Inc. (Kittelson), which is dated March 22, 2024, and is included as Appendix B. The information in this section of the Initial Study related to transportation is based on the analysis provided in the *Transportation Impact Assessment*.

a) Less than Significant Impact. Trip generation for the proposed project uses a combination of the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition) and historical drive-through transaction data from three existing similar Dutch Bros in the region. The three similar Dutch Bros selected based on market service, layout, and traffic conditions are at the following locations:

- 81-776 Highway 111, Indio, CA 92201
- 44175 Jefferson St, La Quinta, CA 92253
- 32690 Yucaipa Blvd, Yucaipa, CA 92399

The ITE Trip Generation Manual was used to develop the proportional traffic inflow and outflow rates experienced during weekday morning (AM) and afternoon (PM) peak hours and pass-by rate assumptions. The hourly averages of historical Dutch Bros transaction data between January 1, 2022 and December 31, 2022 were used to approximate the total inbound and outbound trips during the weekday AM and PM peak hours. Pass-by trips are a crucial aspect in trip generation for coffee shops since they are likely to receive similar or more pass-by trips than primary trips. As such, a pass by trip reduction of 49% for the AM Peak Hour and daily traffic, and a 50% reduction for the PM Peak Hour was applied, consistent with pass-by trip rates from ITE Trip Generation Manual for fast-food restaurants. It is anticipated that the coffee shop will have four to eight employees on site throughout the day, and at peak times, four of the employees would be outside with one controlling traffic. These

employees would be on a shift schedule assumed to commute to the site outside of typical AM and PM peak hours so are not represented in the peak hour but are represented in the daily calculations. Table 9 (Weekday Trip Generation Estimates), below, presents the resulting trip generation estimates for the proposed project.

Table 9
Weekday Trip Generation Estimates

	AM Peak hour			PM Peak Hour			Daily		
Trip Type	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Primary Trips	33	33	66	30	30	60	495	495	990
Pass-By Trips[1]	32	32	64	29	29	58	461	461	922
Total Trips[2]	65	65	130	59	59	118	956	956	1,912

Source: Kittelson & Associates, Inc., 2024.
Notes:
[1] A pass-by trip rate of 49% was used for AM Peak Hour and Daily Traffic and a rate of 50% was used for PM Peak Hour.
[2] Total inbound/outbound trip generation estimates are the maximum number of historical transaction data within the hour across the three similar Dutch Bros sites (Indio, La Quinta, and Yucaipa).

The City of Grand Terrace's Traffic Impact Guidelines require an LOS analysis if a project generates over 100 vehicle trips during the AM or PM peak hour or adds at least 51 trips during the AM or PM peak hours to any of the study intersections. As such, the project *Transportation Impact Assessment* includes a level-of-service (LOS) analysis. Weekday intersection vehicle turning movement counts were collected during the AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak periods on Tuesday, February 13, 2024, at the following study intersections:

1. I-215 Southbound Ramps and Barton Road
2. I-215 Northbound Ramps and Barton Road
3. Michigan Street and Barton Road
4. Commerce Way and Barton Road
5. Town Square and Barton Road

The intersection operations were analyzed for the following scenarios during morning (7 - 9 AM) and afternoon (4 -6 PM) peak periods to determine potential project effects:

- Existing Conditions
- Existing Plus Ambient Growth Conditions
- Existing Plus Ambient Growth Plus Project Conditions

The analyzed project buildout year is 2025.

Existing Conditions

AM and PM peak hour traffic volumes were analyzed using existing intersection configurations. Table 10 (Existing Conditions LOS Analysis Results) summarizes the delay and LOS analysis results for each study intersection under existing conditions. As shown in Table 10, all intersections currently operate at LOS C or better.

Table 10
Existing Conditions LOS Analysis Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	I-215 SB Ramps/Barton Road	Single-Lane Roundabout	5.7	6.7	A	A
2	I-215 NB Ramps/Barton Road	Signalized	13.7	12.9	B	B
3	Michigan Street/Barton Road	SSSC	15.5	19.9	C	C
4	Commerce Way/Barton Road	Signalized	26.7	20.1	C	C
5	Town Square/Barton Road	Signalized	14.9	16.1	B	B

Source: Kittelson & Associates, Inc., 2023.
Note:
SSSC = Side-Street Stop-Controlled

Existing Plus Ambient Growth Conditions

Table 11 (Existing Plus Ambient Growth Conditions LOS Analysis Results) summarizes the delay and LOS analysis results for each study intersection under existing conditions. As shown in the Table 11, all intersections currently operate at LOS C or better with ambient growth conditions.

Table 11
Existing Plus Ambient Growth Conditions LOS Analysis Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	I-215 SB Ramps/Barton Road	Single-Lane Roundabout	5.7	6.8	A	A
2	I-215 NB Ramps/Barton Road	Signalized	13.9	13.1	B	B
3	Michigan Street/Barton Road	SSSC	15.7	20.3	C	C
4	Commerce Way/Barton Road	Signalized	27.2	20.2	C	C
5	Town Square/Barton Road	Signalized	15.0	16.3	B	B

Source: Kittelson & Associates, Inc., 2023.
Note:
SSSC = Side-Street Stop-Controlled
s/veh = Seconds Per Vehicle

Existing Plus Ambient Growth Plus Project Conditions

For this scenario, an ambient growth rate of 2% per year was used to grow existing traffic volumes, and then the net new project trips were added. The resulting AM and PM peak hour volumes were analyzed using existing intersection configurations to reflect an existing plus ambient growth plus project condition. Table 12 (Existing Plus Ambient Growth Plus Project Conditions LOS Analysis Results) summarizes the delay and LOS analysis results for each study intersection under the existing plus ambient growth plus project conditions. Compared to existing conditions, there were some minor increases in delay for each intersection. Notably, operations

at the intersection of Michigan Street and Barton Road would change from LOS C to LOS D during the PM peak hour. Despite this change, all intersections are still expected to operate at LOS D or better, which is the congestion threshold used by the City. Therefore, impacts would be less than significant.

Table 12
Existing Plus Ambient Growth Plus Project Conditions LOS Analysis Results

ID	Intersection	Control Type	Delay (s/veh)		LOS	
			AM	PM	AM	PM
1	I-215 SB Ramps/Barton Road	Single-Lane Roundabout	5.8	8.3	A	A
2	I-215 NB Ramps/Barton Road	Signalized	14.0	13.2	B	B
3	Michigan Street/Barton Road	SSSC	19.7	33.2	C	D
4	Commerce Way/Barton Road	Signalized	27.5	20.3	C	C
5	Town Square/Barton Road	Signalized	15.0	16.2	B	B

Source: Kittelson & Associates, Inc., 2023.
Note:
SSSC = Side-Street Stop-Controlled

b) Less than Significant Impact. The project's VMT impact has also been assessed to comply with CEQA and in accordance with the City's Traffic Impact Guidelines (2020). The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact. In addition, a project may require a detailed VMT analysis unless it meets at least one of the City's four screening criteria:

1. **Transit Priority Area (TPA).** Projects located within a half-mile radius of high-quality transit which maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods do not require a detailed VMT analysis.

2. **Small Projects.** Projects that generate or attract fewer than 110 vehicle trips per day are classified as 'small projects' and thus presumed to have a less than significant impact**.**

3. **Local Serving Projects.** Projects that are locally serving retail with 50,000 square feet gross floor area or less are presumed to have a less than significant impact.

4. **Low VMT Area.** Projects that are located within an area of development that is under threshold on a screening map are presumed to have a less than significant impact.

A review of the City's TIA Guidelines has determined that the proposed project meets at least one of the four VMT screening criteria – it is a local-serving retail project with less than 50,000 square feet of gross floor area. Therefore, the project is presumed to have a less than significant impact on VMT and is exempt from detailed VMT analysis. Table 13 (VMT Screening Summary) below, provides a VMT screening summary for the project.

Table 13
VMT Screening Summary

VMT Screening Criteria	Criterion Met?	Reasoning
Transit Priority Area	No	Using SBCTA's VMT Screening Tool, the proposed project is not located in a near high-quality transit and is not screened out under this criterion.
Small Projects	No	The proposed project would generate 768 net new daily primary vehicle trips and is not screened out under this criterion.
Local-Serving Projects	**Yes**	The proposed project is a 950 square feet drive-through coffee shop. The parcel location is near residential areas and the proposed project is intended to function as a neighborhood-serving coffee shop. **The project screens out of further evaluation as a locally serving retail facility.**
Low VMT Area	No	Using SBCTA's VMT Screening Tool and considering the land-use is dependent on service population, the project is not screened out under this criterion.
Source: Kittelson & Associates, Inc., 2023.		

c) Less than Significant Impact. The project would not involve any unusual conditions or hazardous design features, such as sharp curves, dangerous intersections, or incompatible uses. Vehicular access to the proposed project site would be provided via four driveways. Vehicular access to the proposed parking area would be provided via a 26-foot wide driveway in the northwestern portion of the site, which would provide for both ingress and egress. Vehicular access to the proposed double drive-through lane would be provided via a new 22-foot wide driveway in the southwestern portion of the site at the terminus of the Michigan Street cul-de-sac. In addition, the project would provide a 17-foot wide exit-only driveway in the southern portion of the parking area just north of the drive-through entrance. Vehicles exiting the drive-through lane would be directed to exit via the driveway in the northwestern portion of the site, while vehicles in the parking area would be directed to exit via both driveways. Finally, the proposed project would include a new 25.6-foot wide driveway off of Commerce Way which would provide access to the parking area.

The *Transportation Impact Assessment* included a site performance analysis for the proposed project access points. The site performance analysis reviews site access and safety operational needs to determine if the project requires additional improvements to operate functionally. The existing roadway conditions and proposed site plan were assessed to determine if on-site safety or operational improvements were necessary due to an increase in traffic from the project.

Site Access

When reviewing the proposed site access and on-site circulation, the following details were noted:

- *Parking.* Parking is provided on-site for employees, and overflow parking is not expected to occur as there is only a drive-through option for customers so parking would not be regularly needed by customers.
- *Sight Distance.* Sight distance from the project driveways was assessed, and no anticipated issues were found. The site plan confirms that there would not be any landscaping or other

installations obstructing sight lines. The suggested layout ensures a clear line of sight to safely maneuver into or out of the drive-through lanes. In particular, visibility from where vehicles exit near the service window area allows for adequate monitoring of approaching cyclists, vehicles in the parking aisles, or pedestrians crossing the driveway.

- *Driveway Impacts.* The site plan provides adequate driveway throat depth to allow vehicles to enter the parking area and determine the appropriate drive through lane or access the parking spaces. Queues along Michigan Street would affect on-site circulation by preventing exiting vehicles from being able to exit onto Michigan Street. If the rate of exiting vehicles from the drive-through is faster than the rate of vehicles exiting from Michigan Street onto Barton Road, then it is recommended to reroute departing vehicles to the south driveway.
- *Adequacy of Pedestrian Facilities.* Pedestrian access to the site would include new walkways, ramps, and crosswalks along the project frontage that would facilitate pedestrian access by connecting on-site parking and the store frontage to the existing sidewalk along Barton Road.
- *Bicycle Accessibility.* Class II bicycle facilities are provided along Barton Road and Commerce Way. However, bicyclists would need to use the existing sidewalks to access the project site. Furthermore, bicycle parking is provided on-site.
- *Accessibility from Adjacent Transit Stops.* The nearest bus stop to the project is approximately 650 feet east of the project site. The bus stop serves Route 305 operated by Omnitrans and is located approximately 450 feet east of the intersection of Barton Road and Commerce Way. Riders would need to cross one signalized intersection to get to the project site. Sidewalks are also provided from the bus stop to the project site.

Site Safety and Operations

Queuing at coffee shop drive-throughs often are where potential impacts to the roadway network occur. To estimate the potential queueing conditions and how often it may affect public right-of-way, an M/M/1 queuing model was used. This model assumes that customer arrivals and service times are random and requires the average arrival and service rates as inputs. Using historical transaction data from similar Dutch Bros stores, 68 and 80 vehicles per hour were used as conservative average arrival and service rates, respectively, for the proposed store. From the model, it was determined that there is a 5% probability that the number of vehicles waiting to be served will be longer than 18 vehicles. Since the drive-through can accommodate up to 15 vehicles and the site can accommodate an additional four vehicles before entering public right-of-way, a total of 19 vehicles can be accommodated before spilling onto public right-of-way. Therefore, it is expected that queues would regularly remain within the designated queue storage area.

It should be noted that accurately estimating total latent demand is difficult due to various factors. These factors include the location, type, convenience, and pricing of competing opportunities in the area, as well as the traffic volume on adjacent streets and the socioeconomic characteristics of the nearby population and employment areas. Queues extending beyond the storage area are not anticipated to be an issue based on other similar market area sites. In addition, there are several strategies that Dutch Bros uses to proactively manage queues, including:

- Dutch Bros staff takes orders and payments from and makes deliveries to the queued drive-through lanes to minimize the wait time at the service window.
- The site plan includes a queue exit lane adjacent to the pick-up window. This is an important queue length management feature because it allows vehicles that receive their fulfilled orders prior to reaching the pick-up window to exit out of the queue early, thereby reducing the overall length of the queue.

- Dutch Bros staff can act as temporary traffic control personnel who can effectively manage queues and prevent blockage situations.
- Parking on site can be used as waiting areas for vehicles that make large orders. This is an important operations factor that provides the ability to remove vehicles with long order fulfillment times from the queue and provide a significant positive effect on the overall queue length.

Based on the findings of the site performance analyses, the proposed coffee shop is not anticipated to have adverse impacts on the surrounding roadway network. The project site is accessible by pedestrians, bicycles, and transit, and parking provided is anticipated to be sufficient. Recommendations for queue management are provided to prepare for the potential when queued vehicles at the coffee shop extend beyond the dedicated storage area for Dutch Bros. The proposed commercial use is located in an area consisting of other similar commercial uses. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) Less than Significant Impact. A significant impact would occur if the design of the project would not satisfy emergency access requirements of the San Bernardino County Fire Department or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The project would not result in inadequate emergency access. As discussed above, access to the site would be provided via four driveways. The driveway widths are sufficient to provide access to fire and emergency vehicles and are consistent with the California Fire Code's requirements for minimum driveway widths. All access features are subject to and must satisfy the City of Grand Terrace design requirements, including the County Fire Department's requirements. Therefore, the proposed project would result in less than significant impacts with regard to emergency access.

4.18 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☑
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☑	☐

a) No Impact. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The project site contains a former auto repair shop and fueling station along with asphalt parking and ruderal vegetation. There are no historic resources on, adjacent to, or in proximity to the project site listed in the California Register of Historical Resources. The City does not have any landmarks as defined in Public Resources Code Section 5020.1(k). Therefore, the project would not result in an adverse change in the significance of a historical resource as defined in CEQA §15064.5. No impact would occur.

b) Less than Significant Impact. Government Code §§ 65352.3 and 65562.5 (SB 18); and Public Resources Code §§ 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 (AB 52) provide that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) can result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The Lead Agency is required to notify tribes within 14 days of deeming a development application complete subject to CEQA to notify the requesting tribe as an invitation to

consult on the project. AB 52 identifies examples of mitigation measures that would avoid or minimize impacts to TCR.

A review of City and cultural records indicate that there are no TCRs or archaeological resources relating to TCRs (prehistoric and historic) located within the project's boundaries or in the vicinity of the project area. The project site has been highly disturbed by modern human activities that would have displaced surface and subsurface archaeological resources relating to TCRs. Although there is no indication of TCRs at the project site, AB 52 is clear in stating that it is the responsibility of the Public Agency (i.e., Lead Agency) to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 2108.3.2). Specifically, government-to-government consultation may provide "tribal knowledge" of the project area that can be used in identifying TCRs that cannot be obtained through other investigative means. As such, in accordance with AB 52, which added various provisions to Public Resources Code that concern Tribal Cultural Resources, including Section 21080.3.1(d), the City contacted local tribes requesting to be notified of projects (see Appendix G – AB 52 Tribal Consultation Letters). No responses from Tribal representatives were received during the AB 52 consultation period. Additionally, in the unlikely event that TCR or archaeological resources are discovered during ground-disturbing activities, incorporation of **Mitigation Measures CUL-1** through **CUL-5,** located in Section 4.5) would require evaluation of any discovered potential cultural or archaeological resources, evaluation of the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. Therefore, potential project impacts on TCRs or archaeological resources relating to TCRs would be less than significant.

4.19 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) Less than Significant Impact. The project would require water, wastewater collection and treatment, storm water drainage, electrical power, natural gas, and telecommunication facilities. An analysis of impacts is provided below.

Water Supplies

Grand Terrace residents and businesses are served by the Riverside-Highland Water Company (RHWC). RHWC's service area lies partially within the Valley District service area and partially within the service area of Western Municipal Water District (Western). According to the 2020 San Bernardino Valley Regional Urban Water Management Plan (UWMP), RHWC's customers include

single and multi-family residential, commercial, industrial and agricultural users. RHWC obtains water from the Lytle Creek Sub-basin, the SBBA, the Rialto-Colton Sub-basin, Riverside North and Riverside South Basins. The service area is nearing about 90% built-out with the developments currently under construction or approved by the planning departments of the governing agencies. The major population center in the service area is the City of Grand Terrace.[32] The water supply for RHWC is from five separate groundwater basins. In addition, RHWC has entered into an agreement with Valley District for a maximum of 1,000 gallons per minute of water from the District's Base Line Feeder project. RHWC has 13 wells constructed in the groundwater basins of which eight wells produce potable water for domestic use, two wells which produce non-potable water at this time for irrigation purposes (reason for non-potable classification is nitrate which is in excess of State Drinking Water Standards), and three wells dedicated to pump water from the Bunker Hill Basin to lower the groundwater due to encroachment of the water into structures. As the need arises, RHWC will construct new wells and place them in service as future projections show the need.

The UWMP is based on area population projections as provided by SCAG. The proposed project is consistent with SCAG projections for the service area because it would not generate any new direct or indirect population growth in the area and would only generate a minimal number of new employees in the area. According to the UWMP, actual water supplies to RHWC customers in the year 2020 totaled 2,701 acre feet per year (AFY), and are anticipated to total 2,900 AFY by the year 2045, an increase of 199 AFY during that time period. According to CalEEMod default data outputs, project construction and operation would require approximately 636,712 gallons per year or 1.95 AFY). This increase in water use would be well within the increase anticipated in the UWMP. In addition, as the project does not include the construction of dwelling units, no Water Supply Assessment (WSA) is required.[33] Water use within the City includes domestic, commercial, industrial, and landscape irrigation. Most connections within the City's service area, including landscaped areas and City parks, are metered. Based on the fact that the proposed project would require a small amount of municipal water supply during operation, water use from the development would not exceed the City's annual water demand and would not require the relocation or construction of new or expanded water supply facilities. Therefore, impacts would be less than significant.

Wastewater

The proposed coffee shop would not generate hazardous wastewater that would require any special waste discharge permits. All wastewater associated with the proposed building would be discharged into the local sewer system for treatment at the Victor Valley Wastewater Reclamation Authority Wastewater (VVWRA) Treatment Plant. According to the San Bernardino County Department of Public Works Special Districts Water and Sanitation 2020 Urban Water Management Plan (UWMP), the VVWRA Treatment Plant treated a wastewater volume of approximately 589 acre feet per year (AFY) in 2020. The proposed project is anticipated to generate nominal wastewater during normal operations and periodic maintenance activities, mostly as a result of landscape irrigation. Wastewater is generally estimated to be 80 percent of total water usage. As such, the proposed project is anticipated to generate approximately 509,369 gallons of wastewater per year, or 1.56 AFY. This amount is within the treatment capacity of the VVWRA Treatment Plant. Additionally, the local wastewater treatment system is designed to comply with federal regulations (National Pollution Discharge Elimination System, NPDES) administered by the RWRCB. Therefore, the proposed project would not result in new or expanded wastewater treatment facilities and would have a less than significant impact.

Stormwater

At project completion the site would be comprised of approximately 50 percent impervious surfaces. As discussed in the Hydrology section of this document, stormwater associated with the new impervious surfaces associated with the proposed development would be collected on site and conveyed to the City's storm drainage system in Barton Road. Implementation of post-construction BMPs would reduce pollutants in stormwater and urban runoff from the project site. The proposed storm drainage system and BMPs must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable regulations. The project applicant would be required to provide all necessary on-site stormwater infrastructure. No mitigation beyond compliance with existing regulations is required. Therefore, the proposed project would not require the construction of new facilities or expansion of existing storm drainage facilities. Impacts would be less than significant.

Electric Power

Operation of the proposed coffee shop would require a minimal amount of electricity to power the proposed building and associated signage and parking lot lighting (approximately 49,127 kWh/year). For comparison, the average single-family home in the state of California consumes approximately 10,500kWh/year. The proposed project would be subject to all applicable Federal, State, and local building regulations, including Title 24 of the California Building Code (CBC) as adopted in the City of Grand Terrace Municipal Code and as approved by the Grand Terrace Building and Safety Division. As such, the proposed project would utilize energy efficient and long-lasting LED lightbulbs inside the building, in exterior lighting in the parking area, and in project signage. Southern California Edison (SCE) is also steadily increasing the amount of electricity that is generated using renewable sources such as solar and wind. With continued increases in the availability of electricity from renewable sources, the proposed project would not consume an excessive amount of electricity. As such, the proposed project would not result in the relocation or construction of new or expanded electric power facilities. Impacts would be less than significant.

Natural Gas

The project would not require new natural gas services connections, and would not result in the need for new natural gas supplies or infrastructure. Therefore, the project would have no impact with regard to natural gas.

Telecommunication Facilities

The proposed project would connect to existing telecommunication facilities and would not result in the relocation or construction of new or expanded telecommunications facilities. Impacts would be less than significant.

For the above reasons, the project is not anticipated to require relocation or construction of new or expanded water, wastewater treatment, storm drainage, electric power, natural gas, or telecommunications facilities and impacts would be less than significant.

b) Less than Significant Impact. As discussed in response 4.19.a above, the project is not anticipated to significantly increase water demand and would be within the estimated increase in water demand for the RHWC. According to the 2020 Urban Water Management Plan for RHWC, there is sufficient supply to accommodate demand under normal and single- and multiple-dry year conditions utilizing imported water. Local supplies would supplement imported supplies and provide additional supply reliability. The UWMP is based on area population projections as provided by

SCAG. The project is consistent with SCAG projections for the service area because it would not generate any new population in the area and would only generate a small increase in the number of employees in the area. As the estimated increase in water use is within the anticipated increase in the UWMP and the project is consistent with regional population projections, impacts would be less than significant.

c) Less than Significant Impact. As discussed in response 4.19.a above, the local wastewater treatment system is designed to comply with federal regulations (National Pollution Discharge Elimination System, NPDES) administered by the RWRCB. Moreover, the proposed project is anticipated to generate nominal wastewater during normal operations and periodic maintenance activities. Therefore, the proposed project would not result of new or expanded wastewater treatment facilities and would have a less than significant impact.

Connections to local water and sewer mains would involve temporary and less than significant construction impacts that would occur in conjunction with other on-site improvements. The project site is located within the existing service area of RHWC and the City of Grand Terrace and is surrounded by existing development that is currently connected to existing water and wastewater lines. No additional improvements are needed to either water lines, sewer lines, or treatment facilities to serve the project. Therefore, the project would result in less than significant impacts with regard to the need for new or expanded wastewater treatment facilities.

d) Less than Significant Impact. Significant impacts could occur if the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. The City of Grand Terrace has a trash and recycling service contract provided by Burrtec Waste Industries. Solid waste generated in the City is transferred to Burrtec's West Valley Materials Recovery Facility (MRF). Solid waste that is not diverted is primarily disposed at Mid-Valley Landfill, a County Class III (i.e., municipal waste) landfill located at 2390 North Alder Avenue in Rialto (Ceballos 2009). Mid Valley Landfill has a daily permitted capacity of 7,500 tons per day (tons/day), a remaining capacity of 670,000 cubic yards (cy), and an anticipated close date of 2033 (2010 General Plan Update). Landfill capacity is expected to decrease over time with future growth and development throughout San Bernardino County and surrounding Inland Empire areas. Waste reduction and recycling programs and regulations are expected to reduce this demand and extend the life of existing landfills. Development of the proposed project would result in a small net increase in solid waste disposal per year (approximately 10.9 tons per year or 7.79 cubic yards per year. This incremental increase in solid waste disposal, assuming that all solid waste in the City would be disposed at Mid-Valley Landfill, would not be considered cumulatively considerable. Compliance with County waste reduction programs and policies would also reduce the volume of solid waste entering landfills. Individual development projects within the County would be required to comply with applicable state and local regulations, thus reducing the amount of landfill waste by at least 50 percent. Therefore, impacts related to the project would be less than significant.

e) Less than Significant Impact. The project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, a less than significant impact would occur.

4.20 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities), that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

a) No Impact. The majority of Grand Terrace is urbanized, including the project area. The project site is not located within or near a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).[34] The project site is also not identified in the City's General Plan Health and Safety Element as being located in a Very High Fire Hazard Severity Zone.[35] Finally, the project site is not located in a State Responsibility Area (SRA).[36] The project would not impair an adopted emergency response plan or emergency evacuation plan. Therefore, no impact would occur.

b) No Impact. As discussed in response 4.20.a. above, the project site is not located within or near any State Responsibility Areas or Fire Hazard Severity Zone. The project site is relatively flat and is surrounded on all sides by development. Therefore, no impact would occur.

c) No Impact. As discussed in the previous responses, the project site is not located within or near any State Responsibility Areas or Fire Hazard Severity Zone. The proposed project would not require

the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, no impact would occur.

d) No Impact. As discussed in the previous responses, the project site is not located within or near any State Responsibility Areas or Fire Hazard Severity Zone. The project would not expose people or structures to significant risk due to runoff, post-fire slope instability or drainage changes. Therefore, no impact would occur.

4.21 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☑	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☑	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐

a) Less than Significant with Mitigation Incorporated. The proposed project would not significantly impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The project site is located within a mostly urbanized area with no significant natural habitat onsite. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species, as discussed in Section 4.4. Adverse impacts to archeological, paleontological, and Tribal cultural resources would be less than significant with implementation of Mitigation Measures CUL-1 through CUL-5. With the implementation of mitigation, the proposed project would not have a significant adverse impact with respect to the degradation of the quality of the environment. The proposed project would also not restrict the levels of fish and wildlife below the sustaining levels, threatening to eliminate a plant or wildlife community. No sensitive species are known to occupy the proposed project site. No rare or endangered plants or animals are known to occur on the project site or would be removed as a result of the proposed project. With incorporation of mitigation measures, impacts would be less than significant.

b) Less than Significant with Mitigation Incorporated. Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational

characteristics involved with the project. Cumulative impacts would be less than significant with mitigation incorporated, as further discussed herein.

Aesthetics
Impacts related to aesthetics at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Agricultural and Forest Resources
The analysis provided in Sections 4.2 related to agricultural and forest resources found that no individual impacts would occur; therefore, the project would not contribute to localized or regional cumulative agricultural or forest resources impacts.

Air Quality
The analysis provided in Section 4.3 related to air quality found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative air quality impacts.

Biological Resources
The analysis provided in Section 4.4 related to biological resources found that no individual impacts to sensitive species or wildlife habitat would occur; therefore, the project would not contribute to localized or regional cumulative biological resources impacts.

Cultural Resources
Loss of on-site archaeological resources could reduce or eliminate important information relevant to the County of San Bernardino and the City of Grand Terrace. Impacts related to archaeological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-5** are incorporated into the project requiring evaluation of any discovered potential cultural or archaeological resources, evaluation of the uniqueness of the discovery, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local cultural or archaeological information that may be buried under the project site. Therefore, the project would have a less than significant contribution to a cumulative loss of important local or regional archaeological knowledge.

Energy
The analysis provided in Section 4.6 related to energy found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative energy impacts.

Geology and Soils
Impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Loss of on-site paleontological resources could reduce or eliminate important information relevant to the County of San Bernardino and the City of Grand Terrace. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures GEO-1** through **GEO-4** are incorporated into the project requiring evaluation of any discovered potential paleontological resources, evaluation of the uniqueness of the discovery, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local paleontological information that may be buried

under the project site. Therefore, the project would have a less than significant contribution to a cumulative loss of important local or regional paleontological knowledge. No other cumulative impacts related to this topic would occur.

Greenhouse Gas Emissions
As discussed in Section 4.8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. However, the project would not contribute considerably to global climate change.

Hazardous Materials
The analysis provided in Section 4.9 related to hazardous materials found that impacts would be less than significant with incorporation of **Mitigation Measure HAZ-1**, which would ensure that hazardous materials that are uncovered during grading and/or site preparation activities would be identified and remediated according to established federal, state, and local regulations regarding such materials. As such, compliance with all regulations related to the remediation and disposal of hazardous waste would ensure that impacts would be less than significant. Therefore, the project would not contribute to localized or regional cumulative impacts related to hazardous materials.

Airport Hazards
Impacts related to airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Groundwater Levels
The analysis provided in Section 4.10 (a) related to groundwater found that less than significant local, or regional impacts would occur; therefore, the project would not contribute to localized or regional cumulative groundwater impacts.

Drainage/Water Quality
The analysis provided in Section 4.10 related to drainage and water quality found that less than significant individual, local, or regional impacts would occur; therefore, the project would not contribute to localized or regional cumulative drainage or water quality impacts.

Flooding
The analysis provided in Section 4.10 related to flooding found that no regional impacts would occur; therefore, the project would not contribute to localized or regional cumulative flooding impacts.

Land Use and Planning
The analysis provided in Section 4.11 related to land use and planning found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative land use and planning impacts.

Mineral Resources
The analysis provided in Section 4.12 related to mineral resources found that there would be no impact; therefore, the project would not contribute to localized or regional cumulative mineral resources impacts.

Noise
The project is not a substantial source of operational noise, as discussed in Section 4.13.a, and therefore would not contribute considerably to noise levels in the immediate vicinity of the project. The project would contribute to temporary increases in noise levels in the immediate project vicinity during

construction activities; however, these would be temporary and less than significant. The project would increase traffic in the project area; however, project traffic-related noise would not be discernible to the public and therefore would have no considerable contribution to cumulative traffic-related noise.

Population and Housing
The analysis provided in Section 4.14 related to population and housing found that no impacts would result; therefore, the project would not contribute to localized or regional cumulative population and housing impacts.

Public Services
The analysis provided in Section 4.15 related to public services found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative public services impacts.

Recreation
The analysis provided in Section 4.16 related to recreation found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative recreation impacts.

Transportation
The analysis provided in Section 4.17 related to transportation found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative transportation impacts.

Tribal Cultural Resources
Loss of on-site tribal cultural resources could reduce or eliminate important information relevant to the County of San Bernardino and the City of Grand Terrace. Impacts related to tribal cultural resources were found to be less than significant with incorporation of mitigation. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-5** are incorporated into the project requiring evaluation of any discovered potential archaeological or tribal cultural resources, evaluation of the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local archaeological or tribal cultural information that may be buried under the project site. Therefore, the project would have no contribution to a cumulative loss of important local or regional archaeological or tribal cultural knowledge.

Utilities and Service Systems
The analysis provided in Section 4.19 related to utilities and service systems found that impacts would be less than significant; therefore, the project would not contribute to localized or regional cumulative utilities and service systems impacts.

Wildfire
The analysis provided in Section 4.8(h) and Section 4.20 related to wildfire found that impacts would not occur; therefore, the project would not contribute to localized or regional cumulative wildfire impacts.

c) Less than Significant with Mitigation Incorporated. Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.20, there is no indication that this project could result in substantial adverse effects on human beings. Long-term effects include increased vehicular traffic, traffic-related noise, upset or accident conditions related to hazardous materials, emissions of criteria

pollutants, and greenhouse gas emissions. However, the analysis herein concludes that direct and indirect environmental effects on humans would be less than significant with incorporation of mitigation measures.

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CUL-1 **Conduct Archaeological Sensitivity Training for Construction Personnel.** The applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards, to conduct an Archaeological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The training session will include a handout and will focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and, the general steps a qualified professional archaeologist would follow in conducting a salvage investigation if one is necessary.

CUL-2 **Conduct Periodic Archeological Resources Spot Checks During Grading and Earth-Moving Activities.** The applicant shall retain a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct periodic Archaeological Spot Checks beginning at depths below two (2) feet to determine if construction excavations have exposed or have a high probability of exposing archaeological resources. After the initial Archaeological Spot Check, further periodic checks will be conducted at the discretion of the qualified archaeologist. If the qualified archaeologist determines that construction excavations have exposed or have a high probability of exposing archaeological artifacts, construction monitoring for archaeological resources will be required. The applicant shall retain a qualified archaeological monitor, who will work under the guidance and direction of a professional archaeologist, who meets the qualifications set forth by the U.S. Secretary of the Interior's Professional Qualifications and Standards. The archaeological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into non-fill younger Pleistocene alluvial sediments. Multiple earth-moving construction activities may require multiple archaeological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known archaeological resources, the materials being excavated (native versus artificial fill soils), the depth of excavation, and if found, the abundance and type of archaeological resources encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the project archaeologist.

CUL-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered.** In the event that archaeological resources are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 100 feet shall be established around the find where construction activities will not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. Should the newly discovered artifacts be determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated. The applicant and City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological

data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis.

CUL-4 **Prepare Report Upon Completion of Monitoring Services.** The archaeological monitor, under the direction of a qualified professional archaeologist who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards, shall prepare a final report at the conclusion of archaeological monitoring (if required). The report shall be submitted to the applicant, the South Central Coastal Information Center, the City, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures. The report shall include a description of resources unearthed, if any, evaluation of the resources with respect to the California Register and CEQA, and treatment of the resources.

CUL-5 **Cease Ground-Disturbing Activities and Notify County Coroner If Human Remains Are Encountered.** If human remains are unearthed during implementation of the project, the City of Grand Terrace and the applicant shall comply with State Health and Safety Code Section 7050.5. The City of Grand Terrace and the applicant shall immediately notify the County Coroner and no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC shall then identify the person(s) thought to be the Most Likely Descendent (MLD). After the MLD has inspected the remains and the site, they have 48 hours to recommend to the landowner the treatment and/or disposal, with appropriate dignity, the human remains and any associated funerary objects. Upon the reburial of the human remains, the MLD shall file a record of the reburial with the NAHC and the project archaeologist shall file a record of the reburial with the CHRIS-SCCIC. If the NAHC is unable to identify a MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in Subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall inter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

GEO-1 **Conduct Paleontological Sensitivity Training for Construction Personnel.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct a Paleontological Sensitivity Training for construction personnel prior to commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and, the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2 **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving activities.** The applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, shall conduct periodic Paleontological Spot Checks beginning at depths below six (6) feet to determine if construction excavations have extended into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction

excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources will be required. The applicant shall retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor shall be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring shall be based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3 **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the applicant and the City. Work shall be allowed to continue outside of the buffer area. The applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

GEO-4 **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist shall prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report shall be submitted to the applicant, the City, the Natural History Museums of San Bernardino County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

HAZ-1 **Inadvertent Hazmat Discovery.** Prior to issuance of a grading permit, the applicant shall retain a qualified environmental professional (QEP) experienced with remediating hazardous materials from private development sites. The QEP must be on-call and summoned to the site immediately if any potentially hazardous materials are found during grading. Grading must be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required.

Remediated areas must be retested to assure potential contaminant levels are within applicable industrial standards. The results of any testing shall be provided to the San Bernardino County Fire Department - Hazardous Materials Division as the County's

Consolidated Unified Protection Agency (CUPA) and the San Bernardino County Department of Public Health if necessary.

Any contaminated soil that must be removed from the site shall be done by a licensed contractor and hauled to a landfill approved for such materials. This measure shall be implemented to the satisfaction of the San Bernardino County Fire Department - Hazardous Materials Division as the Certified Unified Program Agency (CUPA) for the County.

6 References

6.1 – List of Preparers

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6.2 – Persons and Organizations Consulted

None

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