

**CITY OF SAN BERNARDINO
DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)**

**“Foothill and Macy Route 66 Residential Development”
San Bernardino**

**Subdivision SUB No. 24-04, Tentative Tract Map No. 20695, General Plan Amendment GPA
No. 24-01, Development Code/Zoning Map Amendment DCA No. 24-02) and
Development Permit Type-P DP-P No. 24-04**

Project Description and Location: Route 66 Truck Terminal, LLC (Applicant) is requesting the City of San Bernardino’s approval of a Tentative Tract Map No. 20695 that includes 134 single-family dwelling units on a 15.71-acre site; Identified as Assessor’s Parcel Numbers: 0142-041-09, 10, 11, 17, 18, 20, 21, 32, 33, 34, 37, 44, and 0142-521-01, -02, and -03 (Proposed Project).

The Proposed Project involves a request to change the General Plan land use designation from Commercial to Residential Medium, zone change from Commercial General (CG-1) to Residential Medium (RM), Tentative Tract Map No. 20695 to subdivide fifteen (15) lots of approximately 15.71 acres into 134 single-family lots and site and architectural review of 134 single family homes consisting of detached and motor court style development along with associated site improvements. To implement the Project, the Project Applicant submitted applications to the City of San Bernardino for a General Plan Amendment (GPA No. 24-01), Development Code/Zoning Map Amendment (DCA No. 24-02), Subdivision (SUB No. 24-04) and Development Permit Type-P (DP-P No. 24-04).

The Project Site is located on the northwest corner of West Foothill Boulevard and Macy Street in the City of San Bernardino. The Proposed Project, referred to as Foothill and Macy Route 66 Residential Project, would provide two (2) gated access driveways. The western access driveway would be along Macy Street and eastern access driveway would be along Dallas Avenue. Refer to Figure 1 and Figure 2 for the Regional Location Map and Vicinity Map, respectively.

January 2025

LEAD AGENCY:

City of San Bernardino
Community Development and Housing Department
George Velarde, Associate Planner
(909) 384-7272, ext. 3239
Velarde_Ge@sbcity.org
201 North “E” Street
San Bernardino, CA 92401

PREPARED BY:

Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408
909-890-1818

PREPARED FOR:

Route 66 Truck Terminal, LLC
1820 San Vicente Boulevard
Santa Monica, CA 90402

The California Environmental Quality Act (CEQA) requires the preparation of an Initial Study when a proposal must obtain discretionary approval from a governmental agency and is not exempt from CEQA. The purpose of the Initial Study is to determine whether or not a proposal, not exempt from CEQA, qualifies for a Negative Declaration or if an Environmental Impact Report (EIR) must be prepared.

1. Project Title: Foothill and Macy Route 66 Residential Project

2. Lead Agency: City of San Bernardino
Office: 201 North “E” Street, 3rd Floor, San Bernardino, California 92401
Mailing: 290 North “D” Street, San Bernardino, California 92401

3. Lead Agency Contact Person: George Velarde, Planning Division
(909) 384-7272 ext. 3239, Velarde_Ge@sbcity.org

4. Project Location (Address/Nearest cross-streets):

The Project Site is located on the northwest corner of Foothill Boulevard and Macy Street in the City of San Bernardino (Assessor’s Parcel Numbers: 0142-041-09, 10, 11, 17, 18, 20, 21, 32, 33, 34, 37, 44, 0142-521-01, -02, and -03).

Regional Location: Regionally, the Project Site is located in an urbanized area on the west side of San Bernardino that is primarily residential. It is located on the north side of Route 66 (Foothill Blvd.), west of I-215, and east of the city of Rialto. The Burlington Northern Santa Fe (BNSF) Rail Yard in San Bernardino and Lytle Creek wash are located to the east. Regional access to the Project Site is from the Interstate 215 Fifth Street on/off ramps approximately 2.25 miles to the east.

Project Site Location: Approximately 0.5 mile west of the Project Site is the City of San Bernardino’s border with the City of Rialto. Surrounding land uses include residential to the north, vacant land to the east, residential to the south across Foothill Boulevard, and commercial uses to the west.

5. Project Applicant(s)/Sponsor(s) name and address:

Route 66 Truck Terminal, LLC
Mr. Bobby Nassir
1820 San Vicente Boulevard
Santa Monica, CA 90402

6 and 7. Existing General Plan/Zoning Designations: The Project Site is currently designated as Commercial in the City’s General Plan, and is zoned Commercial General – 1. Surrounding land uses

include: vacant land to the east, residential uses to the north and south, and commercial uses to the west. Table 1 provides the General Plan and zoning designations for the surrounding properties:

Table 1
Existing General Plan and Zoning Designations

| Location | Existing Use | General Plan Designation | Zoning Designation |
|----------|----------------|-----------------------------------|---------------------------|
| Site | Vacant land | Commercial (C) | Commercial General (CG-1) |
| North | Residential | Single-Family Residential (SFR) | Residential Suburban (RS) |
| South | Residential | Multiple-Family Residential (MFR) | Residential Urban (RU) |
| East | Vacant Land | Multiple-Family Residential (MFR) | Residential Medium (RM) |
| West | Commercial Use | Commercial (C) | Commercial General (CG-1) |

8. Description of Project (Describe the whole action involved, including, but not limited to later phases of the project and any secondary, support, or off-site feature necessary for its implementation. Attach additional sheets if necessary): Route 66 Truck Terminal, LLC (Applicant) is requesting the City of San Bernardino’s approval of a Tentative Tract Map No. 20695 that includes 134 single-family dwelling units on a 15.71-acre site; Identified as Assessor’s Parcel Numbers: 0142-041-09, 10, 11, 17, 18, 20, 21, 32, 33, 34,37, 44, 0142-521-01, 02, and 03 (Proposed Project). The Proposed Project would require approval of a General Plan Amendment (GPA) from Commercial to Multiple-Family Residential and a Zone Change from Commercial General – 1 (CG-1) into Residential Medium (RM). The Project Site is located on the northwest corner of West Foothill Boulevard and Macy Street in the City of San Bernardino. The Proposed Project would provide two (2) gated access driveways. The eastern access driveway would be along Macy Street and western access driveway would be along Dallas Avenue. An underground storm infiltration chamber with the capacity of 1.098 acre-feet (47,831 cubic feet (CF)) would be located in the eastern portion of the Project Site (see Figure 3: Site Plan and Figure 4: Grading Plan). Development of the Proposed Project includes demolition of the motel and bar that are currently located on the western portion (APNs 0142-521-01, and -03) of the Project Site. Construction is anticipated to take approximately 18 months with an Opening Year of 2026.

9. Surrounding land uses and setting: The land uses in the vicinity of the Project Site are a mix of commercial, flood plain, transportation, and residential. Sensitive receptors are described as residential land uses, schools, day care centers, and other places where people reside. The nearest sensitive receptors to the Proposed Project (measured at the property lines) include the existing single-family residential properties located adjacent to the north, the motel approximately 100 feet to the west (at Dallas Street), the single-family residential properties located approximately 230 feet northeast (across Macy Street). Other nearby sensitive receptors include the mobile home park residential property located approximately 490 feet to the southeast (across Foothill Boulevard), and the single-family residential properties located approximately 710 feet to the east (across Macy Street).

10. Other agencies whose approval is required (e.g., permits, finance approval, or participation agreement):

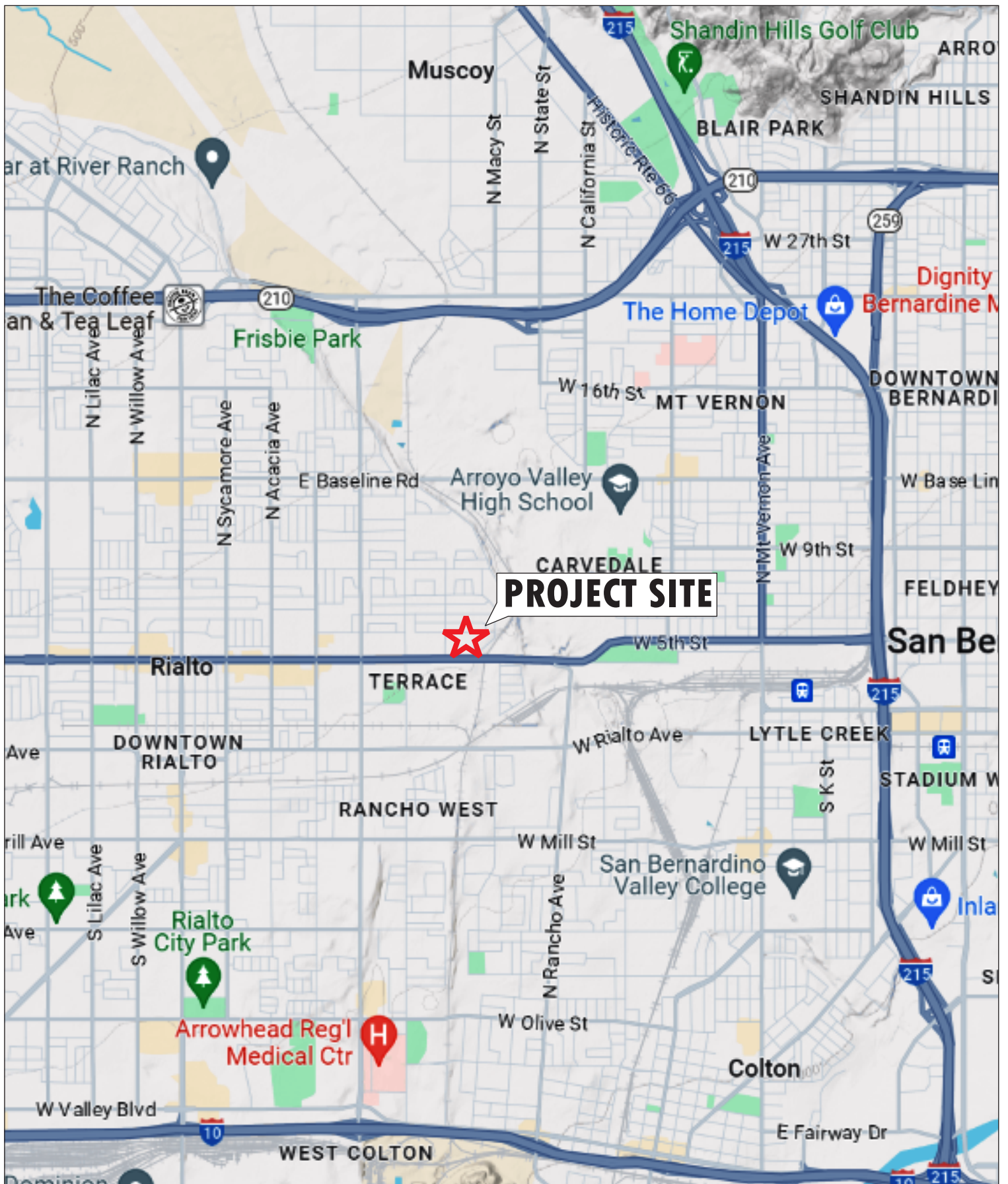
- City of San Bernardino Approval of Grading and Building Permits
- Santa Ana Regional Water Quality Control Board, NPDES authorization

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a

plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentially, etc.?

An approximate 14-acre portion of the Project Site was proposed to be used as a truck trailer parking facility in 2021. For compliance with AB 52, the City initiated consultation with three Native American Tribes (Gabrieleño Band of Mission Indians - Kizh Nation, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians) in January 2022. On January 24, 2022, the Gabrieleño Band of Mission Indians - Kizh Nation provided an email indicating that the Project Site was within their Kizh Ancestral Tribal Territory. Tribal consultation took place via teleconference on March 24, 2022. At the end of consultation, in a letter dated May 23, 2022, the Tribe provided mitigation (see Mitigation Measures TCR-1 through TCR-3 in section XVIII this Initial Study) to be performed during any ground disturbance.

On August 6, 2024, following determination of a complete Project Application for a residential project to be developed on the 14-acre portion of the Project Site plus additional parcels totaling approximately 2 acres, the City of San Bernardino contacted representatives of the three tribes listed above. Consultation was initiated for compliance with AB 52 as well as SB 18 required for the current Proposed Project's General Plan Amendment. The City of San Bernardino received a response via email from the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) via email on September 17, 2024 providing mitigation measures. These have been incorporated in this Initial Study along with those previously provided by Gabrieleño Band of Mission Indians - Kizh Nation who provided no additional comments.

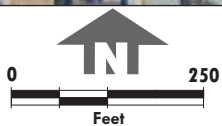


LILBURN
CORPORATION

REGIONAL VICINITY

FOOTHILL AND MACY ROUTE 66 RESIDENTIAL DEVELOPMENT
City of San Bernardino, California

FIGURE 1



LILBURN
CORPORATION

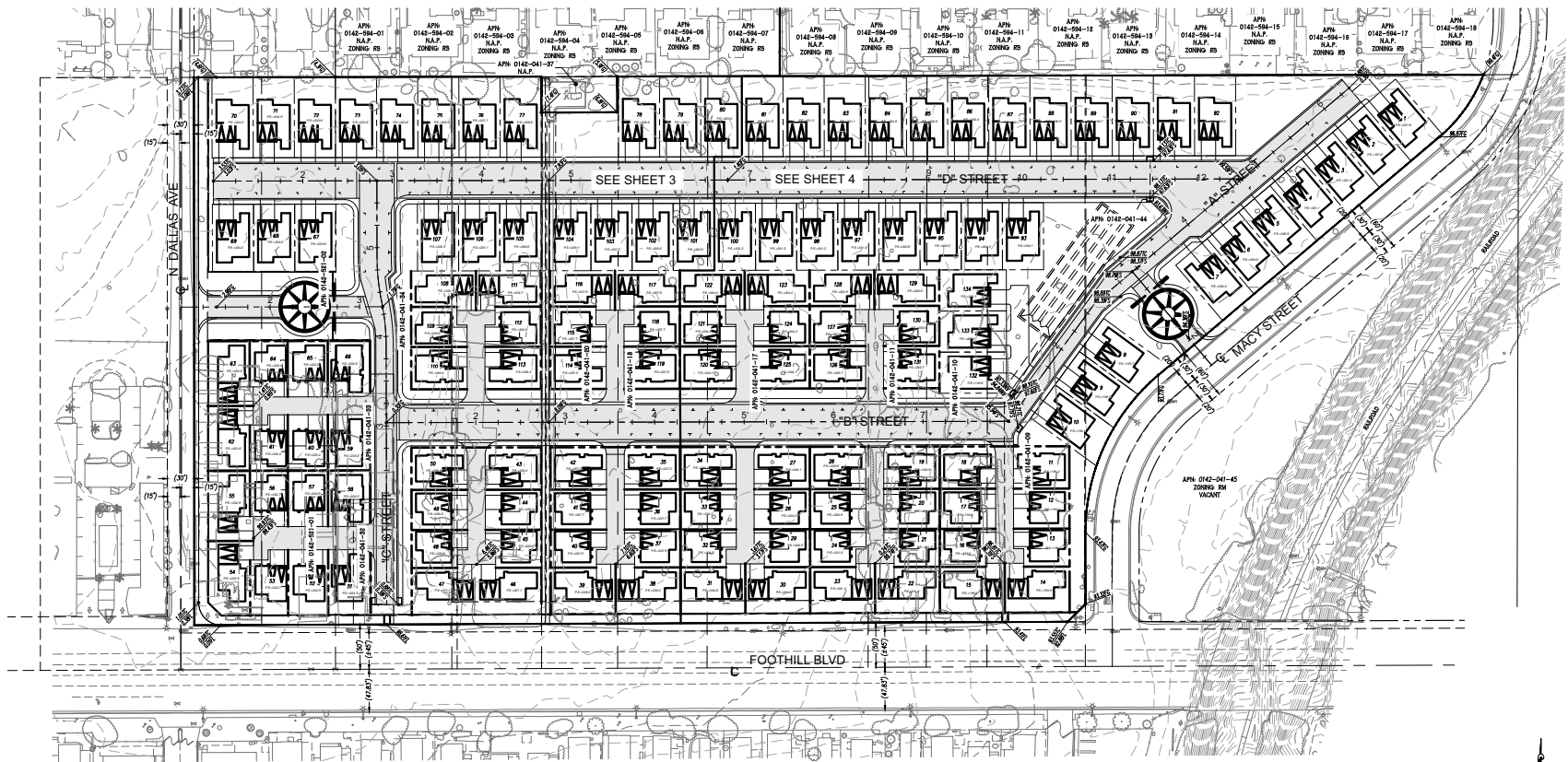
VICINITY MAP

FOOTHILL AND MACY ROUTE 66 RESIDENTIAL DEVELOPMENT
City of San Bernardino, California












FIGURE 2

| LOT | NET SQUARE FEET |
|-----|-----------------|
| 1 | 3727 |
| 3 | 3728 |
| 4 | 3728 |
| 5 | 3728 |
| 6 | 3728 |
| 7 | 3728 |
| 8 | 3919 |
| 9 | 3707 |
| 10 | 3902 |
| 11 | 2958 |
| 12 | 2958 |
| 13 | 2423 |
| 14 | 3842 |
| 15 | 2958 |
| 16 | 2423 |
| 17 | 2958 |
| 18 | 2958 |
| 19 | 2958 |
| 20 | 2958 |
| 21 | 2423 |
| 22 | 2958 |
| 23 | 3668 |
| 24 | 2423 |
| 25 | 2958 |
| 26 | 2958 |
| 27 | 2958 |
| 28 | 2958 |
| 29 | 2423 |
| 30 | 2958 |
| 31 | 3885 |
| 32 | 3727 |
| 33 | 2802 |
| 34 | 2958 |
| 35 | 2958 |
| 36 | 2802 |
| 37 | 3885 |
| 38 | 3894 |
| 39 | 3903 |
| 40 | 3903 |
| 41 | 2802 |
| 42 | 2958 |
| 43 | 2958 |
| 44 | 2802 |
| 45 | 3903 |
| 46 | 3913 |
| 47 | 3921 |
| 48 | 3913 |
| 49 | 2802 |
| 50 | 2802 |
| 51 | 3478 |
| 52 | 3309 |
| 53 | 3309 |
| 54 | 4070 |
| 55 | 3411 |
| 56 | 2423 |
| 57 | 2802 |
| 58 | 2802 |
| 59 | 2958 |
| 60 | 2958 |
| 61 | 2423 |
| 62 | 3506 |
| 63 | 3411 |
| 64 | 2423 |
| 65 | 3411 |
| 66 | 2958 |
| 67 | 3450 |
| 68 | 3450 |
| 69 | 3450 |
| 70 | 3450 |
| 71 | 4142 |
| 72 | 4142 |
| 73 | 4142 |
| 74 | 4142 |
| 75 | 4142 |
| 76 | 4142 |
| 77 | 4142 |
| 78 | 4142 |
| 79 | 4141 |
| 80 | 4141 |
| 81 | 4141 |
| 82 | 4141 |
| 83 | 4141 |
| 84 | 4141 |
| 85 | 4141 |
| 86 | 4141 |
| 87 | 4141 |
| 88 | 4141 |
| 89 | 4141 |
| 90 | 4141 |
| 91 | 4141 |
| 92 | 4141 |
| 93 | 3450 |
| 94 | 3450 |
| 95 | 3450 |
| 96 | 3450 |
| 97 | 3450 |
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| 99 | 3450 |
| 100 | 3450 |
| 101 | 3450 |
| 102 | 3450 |
| 103 | 3450 |
| 104 | 3450 |
| 105 | 3450 |
| 106 | 3450 |
| 107 | 3450 |
| 108 | 3450 |
| 109 | 2571 |
| 110 | 2958 |
| 111 | 2958 |
| 112 | 2571 |
| 113 | 2958 |
| 114 | 2958 |
| 115 | 2571 |
| 116 | 2958 |
| 117 | 2958 |
| 118 | 2958 |
| 119 | 2958 |
| 120 | 2958 |
| 121 | 2571 |
| 122 | 2999 |
| 123 | 2999 |
| 124 | 2571 |
| 125 | 2958 |
| 126 | 2958 |
| 127 | 2571 |
| 128 | 2999 |
| 129 | 2999 |
| 130 | 2571 |
| 131 | 2958 |
| 132 | 3450 |
| 133 | 3450 |
| 134 | 3450 |

FOOTHILL BLVD
CITY OF SAN BERNARDINO

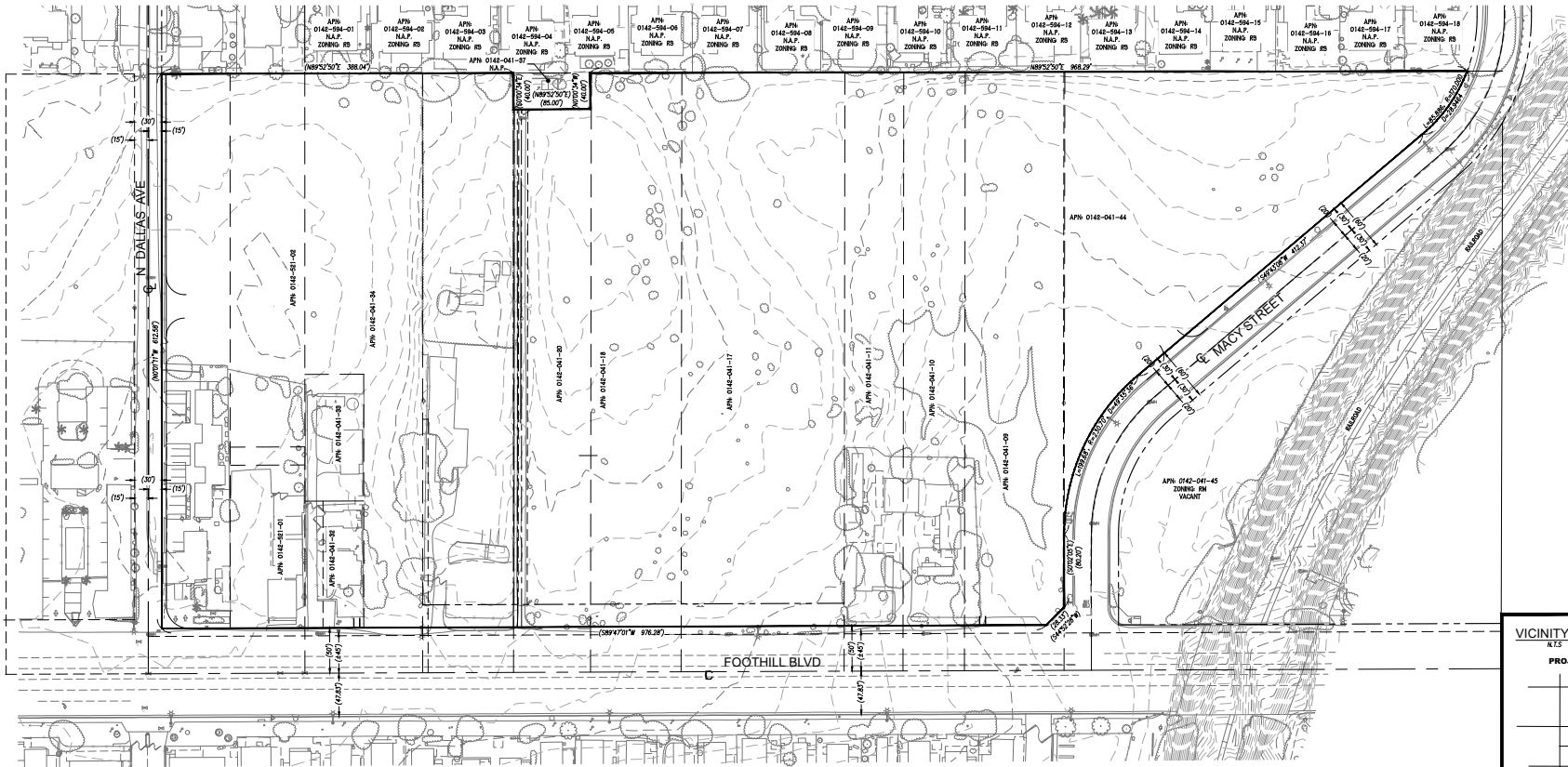
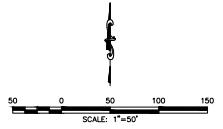


AC ASPHALTIC CONCRETE SURFACE
BVG BEGIN VERTICAL CURVE
CBG CURB & GUTTER
CL CENTER LINE
DWY DRIVEWAY
EVC END OF VERTICAL CURVE
FF FINISH FLOOR
FG FINISH GRADE
FH FIRE HYDRANT
FL FLOWLINE
FS FINISHED SURFACE
GB GRADE BREAK
GW GUY WIRE
INV INVERT OF PIPE
MH MANHOLE
NTS NOT TO SCALE
PP POWER POLE
TC TOP OF CURB
TF TOP OF FOOTING
TW TOP OF WALL
TYP TYPICAL
W WROUGHT IRON
(XXX) EXISTING ELEVATION

-  EXISTING CONCRETE SURFACE
 PROPOSED CONCRETE SURFACE
 PROPOSED AC PAVEMENT
 RIGHT OF WAY
 PROJECT PROPERTY LINE
 CENTERLINE
 EXISTING BLOCK OR STONE WALL
 FLOWLINE
 FILL SLOPE
 INDICATES DIRECTION OF FLOW
 CONTOUR ELEVATION (FEET)

[illegible]

EXISTING SITE PLAN TENTATIVE TRACT MAP NO. 20695 FOOTHILL BLVD CITY OF SAN BERNARDINO



EASEMENTS:

- EASEMENT(S) FOR TELEPHONE RELATED USES GRANTED TO CTE CALIFORNIA INC. PER DOC. #1988-367423, D.R. (REC. 11/1/1988)
- EASEMENT FOR UNDERGROUND ELECTRICAL SYSTEMS GRANTED TO SDCAL EDISON CO. PER DOC. #1989-364441, D.R. (REC. 5/20/1989)
- EASEMENT FOR ELECTRIC LINE GRANTED TO SDCAL EDISON CO. PER BOOK 2085, PAGE 216, D.R. (REC. 10/22/1947)
- EASEMENT FOR HIGHWAY PURPOSES GRANTED TO STATE OF CALIFORNIA PER DOC. #2008-357905, D.R. (REC. 12/17/2008)
- PRIVATE ROAD EASEMENT PER P.M. NO. 4226, P.M.B. 39/96 (REC. 05/21/1978)
- OFFER OF DEDICATION PER P.M. NO. 4226, P.M.B. 39/96 (REC. 05/21/1978)
- EASEMENT FOR ELECTRIC LINE GRANTED TO SDCAL EDISON CO. PER BOOK 4798, PAGE 171, D.R.
- GRANTS OF RIGHT-OF-WAY TO STATE OF CALIFORNIA LYING WITHIN WHAT IS NOW FOOTHILL BLVD. TO BRING TO 20' HALF-80/16, PER BOOK 302, PAGE 320, D.R., AND BOOK 304, PAGE 325
- WATER OUCH EASEMENT PER BOOK 132, PAGE 33, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- FUME EASEMENT TO WHENEA WATER CO. PER BOOK 132, PAGE 45, DEEDS (REC. 5/22/1907), NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- ENTER RIGHTS PER BOOK 6, PAGE 272, PATENTS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- ROAD EASEMENT TO S.B.CO. PER BOOK 133, PAGE 231, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- ROAD EASEMENT TO S.B.CO. PER BOOK 133, PAGE 232, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- FUME EASEMENT TO PA RAYMOND PER BOOK 161, PAGE 278, DEEDS: NOT PLOTTABLE, THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- WATER PIPELINE EASEMENT TO HENRY GOODCELL JR. PER BOOK 186, PAGE 273, DEEDS: NOT PLOTTABLE, THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- WATER PIPELINE EASEMENT TO PARLEY KING PER BOOK 186, PAGE 285, DEEDS: NOT PLOTTABLE, THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- HIGHWAY EASEMENT TO S.B.CO. PER BOOK 362, PAGE 268, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- WATER PIPELINE EASEMENT TO CITIZENS WATER CO. OF BLOOMINGTON PER BOOK 386, PAGE 274, DEEDS: NOT PLOTTABLE, THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- PIPELINE EASEMENT TO GEORGE A. FERGUSON PER BOOK 433, PAGE 143, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- PIPELINE EASEMENT TO CITIZENS WATER CO. OF BLOOMINGTON PER BOOK 533, PAGE 221, DEEDS: NOT PLOTTABLE, THE EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
- PIPELINE EASEMENT PER BOOK 641, PAGE 115, DEEDS: NOT PLOTTABLE, EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE CITY OF SAN BERNARDINO, COUNTY OF SAN BERNARDINO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: A PORTION OF THE SOUTH HALF OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 6, TOWNSHIP 1 SOUTH, RANGE 4 WEST, SAN BERNARDINO MERIDIAN.

OWNER/DEVELOPER

ROUTE 66 TRUCK TERMINAL, LLC
1820 SAN MONTE BOULEVARD
SANTA MONICA, CA 90402
TEL: (310) 466-7225
ATTN: BOB NASSAR

PARKING:

TYPICAL STREET PARKING (5'x22') 107 SPACES

PROJECT INFORMATION

ASSESSOR'S PARCEL NUMBER: 0142-041-00, 0142-041-01, 0142-041-02, 0142-041-03, 0142-041-04, 0142-041-05, 0142-041-06, 0142-041-07, 0142-041-08, 0142-041-09, 0142-041-10, 0142-041-11, 0142-041-12, 0142-041-13, 0142-041-14, 0142-041-15, 0142-041-16, 0142-041-17, 0142-041-18, 0142-041-19, 0142-041-20, 0142-041-21, 0142-041-22, 0142-041-23, 0142-041-24, 0142-041-25, 0142-041-26, 0142-041-27, 0142-041-28, 0142-041-29, 0142-041-30, 0142-041-31, 0142-041-32, 0142-041-33, 0142-041-34, 0142-041-35, 0142-041-36, 0142-041-37, 0142-041-38, 0142-041-39, 0142-041-40, 0142-041-41, 0142-041-42, 0142-041-43, 0142-041-44, 0142-041-45, 0142-041-46, 0142-041-47, 0142-041-48, 0142-041-49, 0142-041-50, 0142-041-51, 0142-041-52, 0142-041-53, 0142-041-54, 0142-041-55, 0142-041-56, 0142-041-57, 0142-041-58, 0142-041-59, 0142-041-60, 0142-041-61, 0142-041-62, 0142-041-63, 0142-041-64, 0142-041-65, 0142-041-66, 0142-041-67, 0142-041-68, 0142-041-69, 0142-041-70, 0142-041-71, 0142-041-72, 0142-041-73, 0142-041-74, 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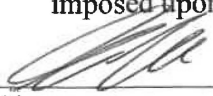
INITIAL STUDY/ENVIRONMENTAL CHECKLIST

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

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input checked="" type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources |
| <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Populations / Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

On the basis of this Initial Study, the City of San Bernardino Environmental Review Committee finds:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature

1/21/25
Date

George Velarde
George Velarde, Associate Planner
Planning Division

Evaluation of Environmental Impacts:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

I. AESTHETICS – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** The Proposed Project is a 134-lot residential development located at the northwest corner of West Foothill Boulevard and Macy Street in the City of San Bernardino. The City of San Bernardino’s General Plan identifies the San Bernardino Mountains and Santa Ana River as scenic resources.¹ The nearest portion of the San Bernardino Mountain foothills are approximately six miles to the northeast; several utility lines, buildings (including residential structures at same height as limits on Proposed Project), and trees obstruct the vistas of the mountains from the Project Site. The Lytle creek basin is located approximately 0.4 miles east of the Project Site and the Santa Ana River lies approximately 4 miles to the south on the other side of I-10. The Project Site is not located within a scenic vista, would not obstruct a scenic vista, and does it contain scenic resources. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant Impact.** As shown on Figure C-1: “Scenic Highways/Routes” of City of San Bernardino General Plan, the Project Site is not adjacent to or in the vicinity of a designated State scenic highway nor is it near any State scenic highway corridor.² The nearest State scenic highway to the Project Site is Lytle Creek Road located approximately 7.8 miles northwest of the Project Site. Lytle Creek Road is designated as a County Scenic Route.³ The General Plan does not identify any scenic resources on or adjacent to the Project Site. No rock outcroppings currently exist on-site. There are several trees throughout the Project Site, including invasive Tree of Heaven trees that would be removed during site preparation; construction of the homes would include landscaping with trees, shrubs, and lawn. The Proposed Project shall adhere to Chapter 19.28.100

¹ City of San Bernardino General Plan. Page 1-2.

² City of San Bernardino General Plan, Figure C-1: “Scenic Highways/Routes”. Page 6-9.

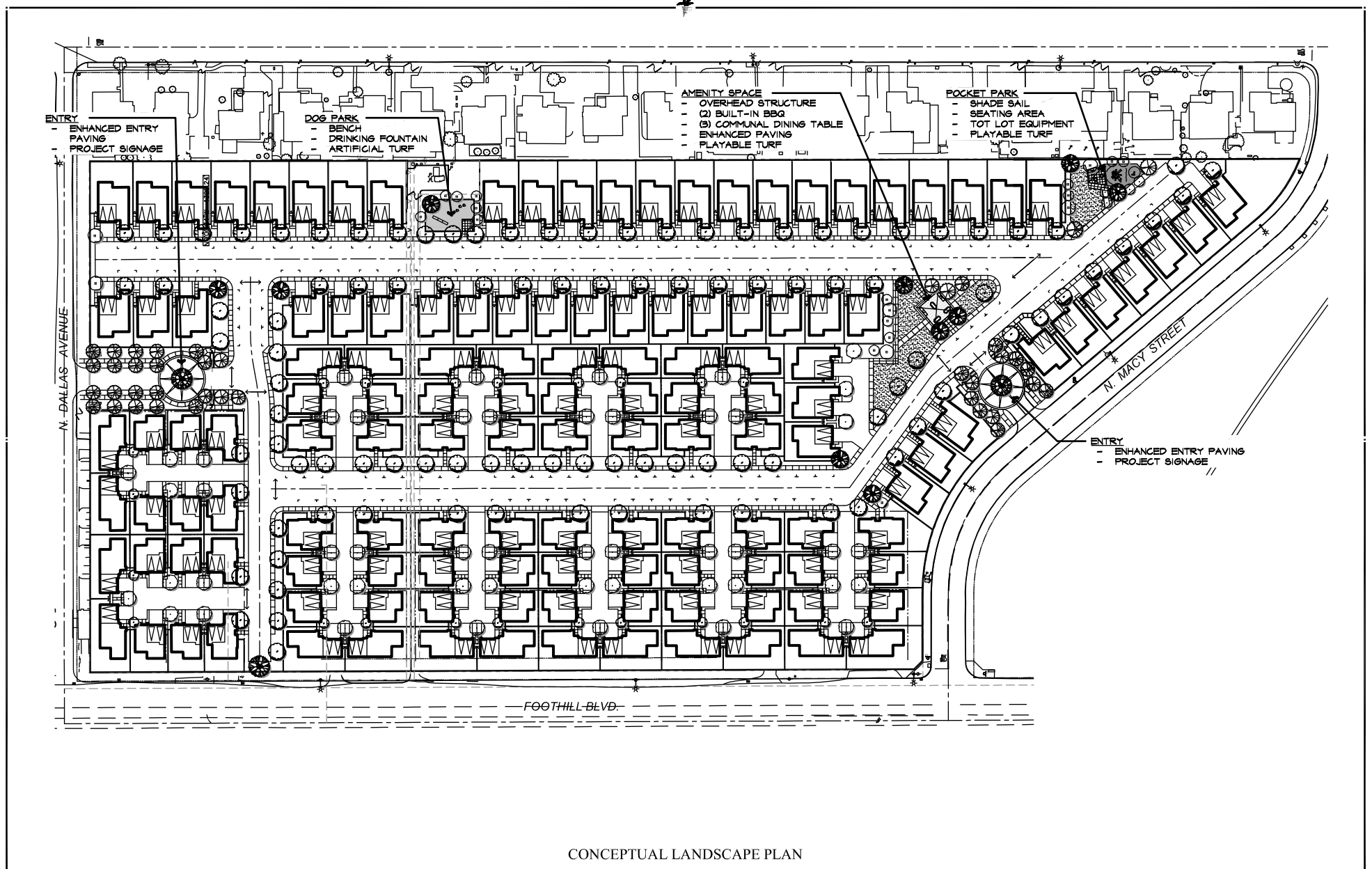
³ San Bernardino Countywide Plan. NR-3: Scenic Routes and Highways. Accessed February 8, 2024.

“Removal or Destruction of Trees” of the San Bernardino City Municipal Code as applicable to ensure less than significant impacts occur. With approval of the Proposed Project’s Landscape Plan (refer to Figure 5: Landscape Plan), adherence to the Municipal Code, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Project Site is in an urbanized area and is primarily vacant. The Proposed Project would involve the development of 134 single-family dwelling units on a 15.71-acre site, which when developed in accordance with development standards of the RM zone, would be consistent in height to the nearby residences. With the approval of a General Plan Amendment and Zone Change, the Proposed Project would be an allowable use within the existing General Plan Designation and Zoning, and as noted in a) and b) above, does not conflict with any City policies or other regulations governing scenic quality. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant Impact.** The eastern portion of the Project Site is vacant land and an abandoned motel and bar are currently located on the western portion; therefore, light has been generated on-site when these uses were in operation. The Proposed Project would therefore generate additional lighting when compared to the existing use. The lighting would be designed in compliance with City Development Code 19.20.030 which requires that lighting shall be stationary and deflected away from all adjacent properties and public streets and rights-of-way. The Lighting Plan would be submitted with final engineering plans to be reviewed for consistency with City standards and subject to City approval. City Development Code Standards require shielding, diffusing, or indirect lighting to avoid glare.

Additionally, during Project construction, nighttime lighting may be used within the construction staging areas to provide security for construction equipment. Due to the distance between the construction area and motorists on adjacent roadways, such security lights may result in glare to motorists. However, this potential impact would be reduced to a less than significant level because prior to issuance of grading permits, the Applicant shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security lighting into the sky.

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.



Route 66 Truck Terminal, LLC
1820 Vicente Boulevard
Santa Monica, California 90402

Foothill Residential Development

SAN BERNARDINO, CALIFORNIA



SITESCAPES
Landscape Architecture & Planning
2020-22 Airport Lane, Ste. 200
Brea, CA 92623
(949) 855-0075 FAX (949) 855-0076
JOB NO. 24-005
DATE: 05-08-2024

LILBURN
CORPORATION

FOOTHILL AND MACY ROUTE 66 RESIDENTIAL DEVELOPMENT
City of San Bernardino, California

FIGURE 5

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

II. AGRICULTURAL/FORESTRY RESOURCES -

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Gov't Code Section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conservation of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) **No Impact.** The Project Site is mapped within the California Department of Conservation Farmland Mapping and Monitoring Program Map and Statistical Data Tool “California Important Farmland Finder”⁴ as an area identified as “Urban and Built-Up Land” and “Grazing Land”. According to the California Department of Conservation, Built-Up Land is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Lands in this category are used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes. Grazing Land is defined as Land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities. Although a portion of the Project Site is designated for “Grazing Land”, the City of San Bernardino does not designate the Project Site and nor surrounding properties for agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

⁴ California Important Farmland Finder. <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed February 8, 2024.

- b) **No Impact.** The Project Site is not under a Williamson Act Contract as identified by the San Bernardino Assessor-Recorder-County Clerk information.⁵ Additionally, the City of San Bernardino's General Plan does not designate any of the land within the Project Site or in its immediate vicinity for agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **No Impact.** The Project Site located in the San Bernardino Valley region and is zoned Commercial General – 1 (CG-1). It does not support, nor is it near any forest land. Therefore, implementation of the Proposed Project would not convert forest land to non-forest use or cause rezoning of forest land or timberland. No impacts are identified or anticipated, and no mitigation measures are required.
- d, e) **No impact.** The Project Site does not support forest land nor does the Project Site support farmland. Implementation of the Proposed Project would not convert forest land to non-forest use or farmland to non-agricultural use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

III. AIR QUALITY – Would the project:

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

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in a cumulatively considerable increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

⁵ San Bernardino County. Chris Wilhite | Assessor-Recorder-County Clerk. Williamson Act. June 2023. <https://arc.sbcounty.gov/property-information/>. Accessed February 8, 2024.

Discussion:

- a) **Less than Significant Impact.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2022 AQMP) was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if:

1. it does not comply with the approved general plan; or
2. it uses a disproportionately large portion of the forecast growth increment (change population or employment levels).

The Proposed Project would require approval of a General Plan Amendment (GPA) from Commercial to Multiple-Family Residential and a Zone Change from Commercial General – 1 (CG-1) into Residential Medium (RM). CG-1-designated land uses include new development of retail, personal service, entertainment, office and related commercial uses. Commercial land uses generate a higher rate of vehicular trips than residential uses⁶ and therefore greater emissions than those associated with residential uses. The emissions associated with the Proposed Project are therefore considered accounted for by SCAG in Connect SoCal 2020 and by the South Coast AQMD in the 2022 AQMP both of which are based on commercial development at the Project Site. Therefore, the emissions associated with the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP. The potential impact of the Project under the first criterion would be less than significant and no mitigation measures are required.

An evaluation of potential air quality impacts related to the current permitted use (Commercial) and the Proposed Project (Multiple-Family Residential) was prepared. The California Emissions Estimator Model (CalEEMod) recommended by the SCAQMD for all general development projects within the SCAB was used to estimate project emissions. Operational emissions for the Proposed Project and a commercial use were estimated using CalEEMod version 2022 (see Appendix A-1 for the Proposed Project CalEEMod outputs and Appendix A-2 for the Commercial CalEEMod outputs). Table 2 and Table 3 illustrate operational emissions associated with the current zoning (developed as commercial) and the Proposed Project (developed as residential).

As shown in Table 2, operational impacts resulting from either the commercial use or the Proposed Project would not exceed SCAQMD thresholds. As shown in Table 3, Greenhouse Gas Emissions (GHG) would not exceed the County's screening threshold of 3,000 MTCO₂e (Refer to Section VIII: GHG for additional information). Consequently, the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP.

⁶ Institute of Transportation Engineers, Trip Generation Manual, (11th Edition)

Table 2
Operational Emissions
(Pounds per Day)

| Source | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|-------------------------|-----------|-----------------|-----------|-----------------|------------------|-------------------|
| Commercial | 15.8 | 9.38 | 78.8 | 0.0 | 14.3 | 3.8 |
| Proposed Project | 10.1 | 4.3 | 29.5 | 0.0 | 5.5 | 1.5 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Significance | No | No | No | No | No | No |

Source: CalEEMod.2022

Table 3
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

| Source/Phase | CO ₂ | CH ₄ | N ₂ O | R ¹ |
|----------------------------------|-----------------|-----------------|------------------|----------------|
| Commercial | 2,969 | 3.3 | 0.1 | 3.1 |
| MTCO ₂ e ² | 3,095 | | | |
| Proposed Project | 1,448 | 1.4 | 0.0 | 1.8 |
| MTCO ₂ e ² | 1,504 | | | |

Source: CalEEMod.2022

- 1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.
- 2) Excludes construction emissions amortization.

While the Proposed Project would require a GPA for not being consistent with the site's original land use designation, because the Proposed Project construction and operational regional and localized emissions would not exceed the thresholds of significance, the Project would not cause an exceedance of an air quality violation. It should also be noted that the residential use proposed by the Proposed Project would generate less traffic and consequently fewer emissions than if the Project Site were developed consistent with the existing commercial land use designation, which would generate more trips and consequently more emissions than the Project. The proposed project is anticipated to generate 1,029 daily trips vs 2,409 daily trips for projected commercial use. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant with Mitigation Incorporated.** The Proposed Project's construction and operational emissions were screened using the California Emissions Estimator Model (CalEEMod) version 2022 (Appendix A-1) CalEEMod was utilized to estimate the on-site and off-site emissions. The emissions incorporate SCAQMD Rule 402 and Rule 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), sulfur dioxide (SO₂), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NO_x, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction default parameters: demolition, site preparation, site grading (fine and mass grading), building construction, and paving. The architectural coating phase was modeled as a 35-day schedule. The resulting emissions generated by construction of the Proposed Project are shown in Table 4 and Table 5, which represent summer and winter emissions, respectively.

Table 4
Summer Construction Emissions Summary
(Pounds Per Day)

| Source/Phase | ROG | NO _x | CO | SO ₂ | PM ₁₀ | PM _{2.5} |
|--------------------------------|------------|-----------------|-------------|-----------------|------------------|-------------------|
| 2025 Max | 3.4 | 31.7 | 31.5 | 0.0 | 6.7 | 3.9 |
| 2026 Max | 1.3 | 10.5 | 16.7 | 0.0 | 1.1 | 0.5 |
| Highest Value (lbs/day) | 3.4 | 31.7 | 31.5 | 0.0 | 6.7 | 3.9 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2022 Summer Emissions
Phases do not overlap and represent the highest concentration.

Table 5
Winter Construction Emissions Summary
(Pounds Per Day)

| Source/Phase | ROG | NO _x | CO | SO ₂ | PM ₁ | PM _{2.5} |
|--------------------------------|-------------|-----------------|-------------|-----------------|-----------------|-------------------|
| 2025 Max | 1.4 | 11.2 | 16.2 | 0.0 | 1.2 | 0.6 |
| 2026 Max | 48.3 | 10.6 | 15.9 | 0.0 | 1.1 | 0.5 |
| 2027 Max | 48.3 | 0.9 | 1.6 | 0.0 | 0.2 | 0.0 |
| Highest Value (lbs/day) | 48.3 | 11.2 | 16.2 | 0.0 | 1.2 | 0.6 |
| SCAQMD Threshold | 75 | 100 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2022 Winter Emissions
Phases do not overlap and represent the highest concentration.

As shown in Table 4 and Table 5, construction emissions during either summer or winter seasonal conditions would not exceed SCAQMD thresholds with implementation of the following mitigation measure:

Mitigation Measure AQ-1:

The Applicant shall implement at a minimum a 35-day architectural coating phase as coating over a shorter period would increase daily emissions.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

The Proposed Project would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

Standard Conditions and Requirements:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
 - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (twice daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
 - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.
 - (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
 - (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces would increase NO_x and PM₁₀ levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

Standard Conditions and Requirements:

2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
7. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Operational Emissions

The operational mobile source emissions were calculated using the Traffic Impact Analysis prepared by Ganddini Group dated April 18, 2024. The Traffic Impact Analysis Scoping Agreement, approved by the City of San Bernardino determined that the Proposed Project, at 135 units would generate 1,029 net daily trips, including 93 net trips during the AM peak hour and 107 net trips during the PM peak hour. Emissions associated with the Project's estimated vehicle trips with 135 units were modeled (assumed to be a conservative estimate for 134 units) and are

listed in Table 6 and Table 7, which represent summer and winter operational emissions, respectively.

Table 6
Summer Operational Emissions Summary
(Pounds Per Day)

| Source | ROG | NO_x | CO | SO₂ | PM₁₀ | PM_{2.5} |
|--------------------|-------------|-----------------------|-------------|-----------------------|------------------------|-------------------------|
| Mobile | 3.8 | 2.9 | 26.9 | 0.0 | 5.5 | 1.4 |
| Area | 6.8 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 1.1 | 0.5 | 0.0 | 0.1 | 0.1 |
| Totals | 10.6 | 4.0 | 35.0 | 0.0 | 5.6 | 1.5 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2022 Summer Emissions

Table 7
Winter Operational Emissions Summary
(Pounds Per Day)

| Source | ROG | NO_x | CO | SO₂ | PM₁₀ | PM_{2.5} |
|--------------------|------------|-----------------------|-------------|-----------------------|------------------------|-------------------------|
| Mobile | 3.5 | 3.1 | 23.0 | 0.0 | 5.5 | 1.4 |
| Area | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Energy | 0.0 | 1.1 | 0.5 | 0.0 | 0.1 | 0.1 |
| Totals | 9.6 | 4.2 | 23.5 | 0.0 | 5.6 | 1.5 |
| SCAQMD Threshold | 55 | 55 | 550 | 150 | 150 | 55 |
| Significant | No | No | No | No | No | No |

Source: CalEEMod 2022 Winter Emissions

As shown, both summer and winter season operational emissions are below SCAQMD thresholds.

The Proposed Project would not exceed any SCAQMD thresholds for criteria pollutants during construction (see Tables 4 and 5). Operational emissions are less than significant and would not result in a cumulatively considerable net increase of any criteria pollutant (see Tables 6 and 7). Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** SCAQMD has developed a methodology to assess the localized impacts of emissions from a Proposed Project as outlined within the Final Localized Significance Threshold (LST) Methodology report; completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of a project to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. Commercial and industrial facilities are not included in the definition of sensitive receptor because employees do not typically remain on-site for a full 24 hours, but are usually present for shorter periods of time, such as eight hours.

The Project Site is approximately 15 acres and therefore the “five-acre” LSTs were utilized for the analysis to represent a worst-case scenario as the larger the site, the higher the screening threshold. The closest sensitive receptor are residences immediately adjacent to the north of the Site; therefore, LSTs are based on a 25-meter distance. The Proposed Project’s construction and operational emissions with the appropriate LST are presented in Table 8.

Table 8
Localized Significance Thresholds
(Pounds Per Day)

| Source | NO _x | CO | PM ₁₀ | | PM _{2.5} | |
|---|-----------------|-------------|------------------|----------------|-------------------|----------------|
| Construction Emissions (Max. from Table 4 and Table 5) | 31.7 | 31.5 | 6.7 | | 3.9 | |
| Operational Emissions (Max. Total from Table 6 and Table 7) ¹ | 4.2 | 35.0 | 5.6 | | 1.5 | |
| Highest Value (lbs/day) | 31.7 | 35.0 | 6.7 | 2.6 | 3.9 | 1.5 |
| LST Threshold | 270 | 1,746 | 14* | 8 [†] | 4* | 2 [†] |
| Greater Than Threshold | No | No | No | No | No | No |

Sources: CalEEMod.2022 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a 5-acre site in SRA No. 34 Central San Bernardino Valley, distance of 25 meters.

Note: PM10 and PM2.5 emissions are separated into construction and operational thresholds in accordance with the SCAQMD Mass Rate LST Look-up Tables.

* Construction emissions LST

[†] Operational emissions LST

Per LST Methodology, mobile source emissions do not need to be included except for land use emissions and onsite vehicle emissions. It is estimated that approximately 10 percent of mobile emissions will occur on the Project Site.

As shown in Table 8, the Proposed Project’s localized emissions are not anticipated to exceed Localized Significance Thresholds. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required

- d) **Less than Significant Impact.** Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature, and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project.

In accordance with the City Development Code, the Project-generated refuse would be stored in covered containers (to be shown on final site plans for City approval) and removed at regular intervals in compliance with the City of San Bernardino’s solid waste regulations. The Proposed Project would be also required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

IV. BIOLOGICAL RESOURCES – Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact with Mitigation Incorporated.** A portion of the Project Site contains Delhi fine sand which can support habitat for the federally-endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*). A General Biological Assessment prepared by Powell Environmental Consultants dated April 16, 2020 (see Appendix B-1), and a focused Habitat Survey dated November 15, 2020 (see Appendix B-2), were both reviewed in May 2022 with additional site visits to determine whether site conditions or species listings changed. The 2020 and June 2022 (see Appendix B-3) reports covered sensitive species habitat potential on

the entire project site, a portion of which contains Delhi fine sand. Due to project delays, updated reports were again conducted in 2023 and 2024 to ensure that the site conditions and species listings had not fluctuated within the Project Site. A Focused Survey for the Delhi Sands flower-loving fly was conducted October 6, 2023 (see Appendix B-4), and updated on February 8, 2024 (see Appendix B-5), and October 6, 2024 (see Appendix B-6). The reports are summarized herein and included as Appendices B-1, B-2, B-3, B-4, B-5, and B-6.

Approximately 13.5 percent of the site consisted of Delhi fine sand, 20.3 percent of the site consists of Hanford sandy loam, 0 to 2 percent slopes, and 66.2 percent Tujunga loamy sand, 0 to 5 percent slopes. Most of the northern area of the site was covered with a combination of ruderal vegetation and native vegetation, typical of the region. The southeastern area of the site was disturbed and contained old concrete foundations from a prior residential development. Plant Species within the Project Site are the following: Lambsquarter (*Chenopodium album*), Shortpod mustard (*Hirschfeldia incana*), Russian thistle (*Salsola tragus*), Stork's bill (*Erodium sp.*), Wild oat (*Avena fatua*), Ripgut brome (*Bromus diandrus*), Horsetweed (*Conyza sp.*), Tree of Heaven (*Ailanthus altissima*), Bermuda grass (*Cynodon dactylon*), Mediterranean grass (*Schismus sp.*), Tamarisk (*Tamarix sp.*), and various grasses (primarily dried *Bromus spp.*) There were no rare or sensitive plants observed upon the property during the field survey.

Animal species observed within the Project Site were the rock dove (*Columba livia*) and house finch (*Haemorhous mexicanus*). There were no Burrowing owl (*Athene cunicularia*) nesting sites available upon the site. Resources that Burrowing owls require to build such nests was lacking (debris piles, fallen trees or piles of branches, drainage pipes, or California ground squirrel holes, etc.). However, Burrowing owls could utilize the site to forage upon if they were nesting in adjacent areas. The burrows that were observed on the site appeared to be mainly gopher holes. Additionally, there was no evidence of kangaroo rat burrows. It is unlikely that the San Bernardino Kangaroo Rat (*Dipodomys merriami parvus*) and LA pocket mouse (*Perognathus longimembris brevinasus*) are present on the site. San Bernardino kangaroo rats inhabit places with sandy loam substrates, characteristic of alluvial fans and flood plains, where they are able to dig small, simple burrows. Plant life in such areas is typically dominated by chaparral and coastal sage scrub (soft chaparral). Of these subsections of this particular habitat, the San Bernardino kangaroo rat (*Dipodomys merriami parvus*) is most populous in intermediate alluvial scrub. The habitat of Los Angeles pocket mice includes lower elevation grassland, alluvial sage scrub, and coastal sage scrub. There was no scrub present within the Project Site. There were no rare or sensitive animals observed upon the property during the field survey.

The February 8, 2024, survey, which included the updated survey of APNs: 0142-041-31, 0142-041-34, 0142-521-01, and 0142-521-03 indicates that approximately 0.7 acres of Delhi Sands Soil occur upon the Project Site, which may indicate that the endangered Delhi Sands flower-loving fly may utilize the site. Of the 0.7 acres, 0.2 acres is currently covered by an old concrete slab from prior development, and the additional acreage has been degraded by vehicle use and the addition of foreign matter, such as gravel and crushed stone. Consequently, the site habitat survey found approximately 0.1 acres suitable for the Delhi Sands flower-loving fly, and due to the limited area, the Delhi Sands flower-loving fly would not be able to be sustained within the Project Site. Therefore, the Delhi Sands flower-loving fly is not anticipated to inhabit the Project Site, and focused surveys and further mitigations for the species are not recommended. The USFWS has concluded that based on their review of the assessment and provided photos of the property the

Project Site is unsuitable for DSF due to the high amount of habitat disturbance and soil compaction⁷.

Other species of the closely related families Apioceridae and Asilidae, which is associated with Delhi sands, were observed upon the site. These insects are frequently associated with the Delhi Sands Flower-loving Fly and can be considered indicators that the site may have potential as suitable fly habitat, even though the site has been altered by various disturbances. The site had been cleared of vegetation earlier in the year, before the survey season began, and very few plants were observed growing upon the site. A small number of the Delhi Sands Flower-loving Fly “indicator” plants, telegraph weed (*Heterotheca grandiflora*) and annual bursage (*Ambrosia acanthicarpa*) were observed growing upon the site. The Focused Survey for the Delhi Sands flower-loving fly conducted on October 6, 2024, determined there were no Delhi Sands flower-loving fly within the 0.7 acres of Delhi Sands Soil area of the Project Site.

Portions of the Project Site and the immediate surrounding area do provide suitable habitat for nesting birds. There are mature trees in the adjacent neighborhoods and the open spaces provide suitable habitat for other ground-nesting species (i.e. killdeer (*Charadrius vociferus*)). As such, possible significant adverse impacts have been identified and mitigation will be required as a condition of project approval to reduce potential impacts to a less than significant level.

Mitigation Measure BIO-1: Nesting Bird Survey

In order to avoid violation of the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code, site-preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

Impacts would be considered less than significant with the implementation of Mitigation Measure BIO-1.

- b) **No Impact.** According to Powell’s data review and site surveys, there were no vernal pools, drainages or riparian/river areas present on the site. As such, no 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 Wildlife or USFWS. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

⁷ Email from Swaller, Amanda R <amanda_swaller@fws.gov>, April 24, 2024 to Dale Powell

- c) **No Impact.** According to Powell's data review and site surveys, there were no wetland habitat observed on-site. The Project Site was surveyed with 100 percent visual coverage and no drainage features were present on site. As such, the Project Site does not contain any wetlands, Waters of the U.S., or Waters of the State. No definable bed or bank features exist on the Project Site. As such, the Project Site does not contain any areas under jurisdiction of the California Department of Fish and Wildlife. Additionally, none of the requirements for Section 404 of the Clean Water Act wetland designation (hydric vegetation, hydric soils, and/or wetland hydrology) were present on site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **Less than Significant Impact.** Wildlife movement corridors can be local or regional in scale; their functions may vary temporally and spatially based on conditions and species present. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. The Project Site consists of disturbed land and is encompassed by existing residential and commercial development. Additionally, the Burlington Northern Santa Fe railroad exists approximately 175 feet to the west. According to Powell's data review and site surveys, the Project Site does not contain any habitat that would support fish and does not provide wildlife corridors due to the urbanized nature of the surrounding area. Therefore, no significant adverse impacts have been identified or are anticipated and no mitigation measures are required.
- e) **Less than Significant Impact.** Tree of Heaven trees were observed within the south-central portion of the Project Site. Although these trees are considered invasive, the Proposed Project shall adhere to the Chapter 19.28.100 "Removal or Destruction of Trees" of the San Bernardino City Municipal Code as applicable to ensure less than significant impacts occur. The City's Municipal Code Section 19.28.100 requires a tree removal permit for anyone who wants to remove five or more trees within a 36-month period. Section 19.28.100 mandates the replacement of removed trees on a 1:1 basis. An arborist survey and report will be completed by the Applicant to evaluate existing trees prior to the City's issuance of a tree removal permit. With adherence to the Municipal Code, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The federally endangered Delhi Sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*, DSF) occurs at twelve separate remnants of the Colton Dunes in San Bernardino County. The U.S. Fish and Wildlife Service (USFWS) identifies Recovery Units for protection of the species and restorable habitat. The Colton Recovery Unit includes area north of the Interstate 10 (I-10) Freeway and includes the Project Site. A Habitat Conservation Plan, the West Valley Habitat Conservation Plan (HCP), was prepared by the City of Colton in coordination with the U.S. Fish and Wildlife Service (USFWS) to fulfill the requirements of a Section 10(a)(1)(B) The USFWS's Recovery Plan (USFWS 1997) criteria for this species call for the permanent protection of at least four populations of DSF in the Colton Recovery Unit, two to the north and two to the south of the I-10 Freeway. The HCP focuses on preserving populations north of the I-10 Freeway. At least three populations are known to occur north of the I-10 Freeway, including those within the area proposed for Conservation under the HCP.

Focused surveys were conducted at the Project Site for the Delhi Sands flower-loving fly and the species was not found (refer to a) above). Additionally, the USFWS's California Natural

Community Conservation Plans do not identify any areas of interest within the Proposed Project.⁸ The Proposed Project therefore would not conflict with the provisions of an adopted plan for the protection of sensitive species. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

V. CULTURAL RESOURCES – Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant with Mitigation Incorporated.** A Phase I Cultural Resources Investigation dated December 23, 2020, was prepared for Assessor's Parcel Numbers (APNs): 0142-041-09, 10, 11, 17, 18, 20, 21, 32, 33, 34, 37 and 44 by McKenna et.al. Findings of the Archaeological Records Search are summarized herein (Appendix C-1).

Additionally, an updated Historical Structures Analysis dated February 12, 2024, was prepared for APNs: 0142-521-01, 02, and 03 by BFSA Environmental Services which is also summarized herein (Appendix C-2).

A search of the California Historical Resources Information System (CHRIS) at the South-Central Coastal Information Center (SCCIC) located at the California State University, Fullerton, was completed on April 1, 2020. This research was supplemented by research completed by McKenna et al. in 2015. Research identified a minimum of 27 cultural resources investigations within a one-mile radius of the Project Site. However, none of the cultural resources recorded were located within the Project Site.

The Archaeological Records Search confirmed the Project Site was not previously surveyed for archaeological resources and none of the improvements that existed at the time of the records search had been assessed for historical significance. The nearest resources included the King homestead residential complex (ruins) and the alignment of Foothill Blvd. (US Route 66). US Route 66 is a National Register of Historic Places resource and, as such, must be protected unless the impacts are deemed insignificant.

⁸ California Department of Fish and Wildlife's California Natural Community Conservation Plans Map. <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed April 23, 2024.

Historically, Project Site has been owned and utilized since the later 1870s/early 1880s and under continuous use since it was homesteaded by the King family. For most of the historic period, the property was developed as a citrus grove. However, in the 1920s, subdivisions and property sales, along with residential and commercial developments occurred. The extent of known historic resources in the general area has rendered the project area sensitive for yielding additional resources.

At the time of the research, Mckenna stated that identification existed of four existing residential complexes and the remnants of two others within the Project Site. One property was shown to have been improved, but no physical remains of the improvements were identified. All identified resources were once within a larger property once dominated by citrus groves. However, over the decades, beginning in the 1880s, the extent of the groves lessened and, by 1959, no orchard development remained. Improvements within the project area yielded various dates beginning in ca. 1928. Between the 1960s and 2005, three complexes had been demolished and only two yielded any physical evidence of their prior presence. Although the finding concluded that none are significant or warrant recognition as important historical resources, they are defined as cultural resources based on age and presence, but not historical resources as defined by the Office of Historic Preservation and CEQA.

The 2024 report concluded that although the historic buildings and structures (located at APNs 0142-521-01, 02, and 03) were evaluated as not significant, the potential exists that unidentified cultural resources may be present that are related to the historic use of the area since the 1930s. Based upon this potential, monitoring of grading is recommended to prevent the inadvertent destruction of any potentially important cultural deposits that were not observed or detected during the current cultural resources study, which would be addressed in Mitigation Measure CR-1.

Mitigation Measure CR-1:

In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period.

Foothill Blvd. is adjacent to the project area and considered a part of the larger/longer alignment of US Route 66/National Old Trails Highway. As a National Register of Historic Places resource, impacts to the roadway must be mitigated and/or approved through the Lead Agency and the Office of Historic Preservation. This particular stretch of the roadway is paved, but not curbed. The easement is already defined and, to the west, the road widens and is fully improved. Adequate design and approvals of the design will mitigate any adverse impacts, as this area of the resource has already been subjected to significant alterations and upgrading.

Mckenna identified the Project Site as High potential for Historic Archaeological Resources. Additionally, BFSA's archeological records search indicated that the primary historic resources would be tied to the historic built environment which included Route 66.

BFSA's study concluded that the two existing structures on the Project Site are not eligible for the California Register of Historical Resources (CRHR). Although the development of both commercial properties can be tied to the historic development and use of U.S. Route 66, they do not possess the necessary integrity to elevate them to a level of significance under this association. Further, neither property is associated with significant individuals, significant architectural examples, or is able to provide more information with regards to the history of San

Bernardino, Route 66, or the State of California. Because the buildings and structures located at the Project Site are not eligible for listing on the CRHR, no site-specific mitigation measures are required for any future alterations or planned demolition of the buildings. Nonetheless, to avoid potential significant adverse impacts Mitigation Measure CR-2 is recommended:

Mitigation Measure CR-2:

During review of final site plans, the City shall determine whether impacts will occur within the right-of-way of Foothill Blvd/US Route 66. If necessary, City will consult with the State Office of Historic Preservation. to determine avoidance or mitigation of impacts within the roadway right-of-way.

Therefore, with the implementation of Mitigation Measures CR-1 and CR-2, the Proposed Project would be anticipated to result in a less than significant impact.

- b) **Less Than Significant with Mitigation Incorporated.** The Archaeological Records Search conducted on November 19, 2019, confirmed the Project Site was not previously surveyed for archaeological resources. Additionally, an Archaeological Records Search conducted by BFSa on January 29, 2024, found there are 14 resources located within a mile radius of the current project area, none of which are located within the subject property. However, the records search did not identify any recorded resources within the Project Site. During subsequent surveys, no Native American archaeological resources were identified within the Project Site boundaries, but the area is still considered moderately sensitive for such resources. This assertion is based on the proximity of the project area to Lytle Creek Wash, a major freshwater resources traversing the area, and the findings of the Native American Heritage Commission that the area is sensitive for sacred and/or religious Native American resources. McKenna identified the Project Site as “Moderate” for prehistoric archaeological resources. Therefore, with the implementation of Mitigation Measure CR-2, the Proposed Project would have a less than significant impact on potential archeological resources.
- c) **Less than Significant with Mitigation Incorporated.** The field survey conducted by McKenna did not identify human remains. Additionally, the field survey conducted by BFSa did not identify any prehistoric resources or archaeological sites within the property. The discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level of less than significant:

Mitigation Measure CR-3:

Should human remains and/or cremations be encountered during any earthmoving activities, all work shall stop immediately in the area in which the find(s) are present (no less than 100-ft radius area around the remains and project personnel will be excluded from the area and no photographs will be permitted), and the County of San Bernardino Coroner will be notified. The County of San Bernardino and the Project Proponent shall also be informed of the discovery. The Coroner will determine if the bones are historic/archaeological or a modern legal case. The Coroner will immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

If the remains are determined to be human, the Coroner will determine their origin: Native American; archaeological but non-Native American; or forensic. If determined to be of Native American origin, the Coroner will contact/notify the Native American Heritage Commission and the Most Likely Descendant (MLD) will be identified. In consultation between the MLD, Lead Agency, and property owner, the disposition of the remains will be determined. Any costs incurred would be the responsibility of the property owner. If the human remains are archaeological (non-Native American), the archaeological consultant will manage the removal, analysis, and reporting. The remains will be reinterred off-site and any costs incurred would be the responsibility of the property owner. If the remains are determined to be of forensic value, the Coroner will arrange for the removal and analysis. The City will assume responsibility of the remains and the property owner will not be responsible for any related costs.

Therefore, with the implementation of Mitigation Measure CUL-3, the Proposed Project would be anticipated to result in a less than significant impact.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|--------------|
|--|--------------------------------------|---|------------------------------------|--------------|

VI. ENERGY – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) **Less than Significant Impact.**

Fuel

During the construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading

would be powered by gas or diesel. Based on output from CalEEMod 2022 (see Appendix A-1), the Proposed Project construction activities would consume an estimated 43,084 gallons of diesel fuel for operation of heavy-duty equipment. Tables 9 through 11 show the modeled fuel consumption for all construction activities.

Table 9
Construction Equipment Fuel Consumption Estimates

| Phase | Number of Days | Offroad Equipment Type | Amount | Hours per Day | Horsepower | Load Factor | Total Fuel Consumption (gal diesel fuel) ¹ |
|----------------------------|----------------|---------------------------|--------|---------------|------------|-------------|---|
| Demolition | 20 | Concrete/Industrial Saws | 1 | 8 | 33 | 0.73 | 226.64 |
| | 20 | Rubber Tired Dozer | 2 | 8 | 367 | 0.4 | 2485.03 |
| | 20 | Excavators | 3 | 8 | 36 | 0.38 | 386.10 |
| Site Preparation | 10 | Rubber Tired Dozer | 3 | 8 | 367 | 0.4 | 1863.77 |
| | 10 | Tractors/Loaders/Backhoes | 4 | 8 | 84 | 0.37 | 584.80 |
| Grading | 30 | Graders | 1 | 8 | 148 | 0.41 | 770.39 |
| | 30 | Excavators | 2 | 8 | 36 | 0.38 | 347.36 |
| | 30 | Rubber Tired Dozer | 1 | 8 | 367 | 0.4 | 1863.77 |
| | 30 | Tractors/Loaders/Backhoes | 2 | 8 | 84 | 0.37 | 877.20 |
| Building Construction | 300 | Cranes | 1 | 7 | 367 | 0.29 | 11823.31 |
| | 300 | Forklifts | 3 | 8 | 82 | 0.2 | 6943.10 |
| | 300 | Generator Sets | 1 | 8 | 14 | 0.74 | 1462.00 |
| | 300 | Tractors/Loaders/Backhoes | 2 | 8 | 84 | 0.37 | 11513.28 |
| | 300 | Welders | 1 | 8 | 46 | 0.45 | 2,921.18 |
| Paving | 23 | Pavers | 2 | 8 | 81 | 0.42 | 736.14 |
| | 23 | Paving Equipment | 2 | 8 | 132 | 0.36 | 925.08 |
| | 23 | Rollers | 2 | 8 | 36 | 0.38 | 296.01 |
| Architectural Coating | 35 | Air Compressors | 1 | 6 | 37 | 0.48 | 219.30 |
| Total Fuel Used in Gallons | | | | | | | 43,146.7 |

Source: CalEEMod 2022

- (1) United States Environmental Protection Agency. 2018. Exhaust and Crankcase Emission Factors for Nonrod Compression-Ignition Engines in MOVES2014b. July 2018. Available at: <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN>.pdf.

Table 10
Construction Worker Fuel Consumption Estimates

| Phase | Number of Days | Worker Trips/Day | Trip Length (miles) | Fuel Consumption (gallons) |
|--|----------------|------------------|---------------------|----------------------------|
| Demolition | 20 | 15 | 18.5 | 231.25 |
| Site Preparation | 10 | 17.5 | 18.5 | 134.90 |
| Grading | 30 | 20 | 18.5 | 462.50 |
| Building Construction | 300 | 48.6 | 18.5 | 11238.75 |
| Paving | 23 | 15 | 18.5 | 265.94 |
| Architectural Coating | 35 | 9.72 | 18.5 | 262.24 |
| Total Construction Worker Fuel Consumption | | | | 12,364.21 |

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

Table 11
Construction Vendor Fuel Consumption Estimates

| Phase | Number of Days | Worker Trips/Day | Trip Length (miles) | Fuel Used (gallons) |
|---|-----------------------|-------------------------|----------------------------|----------------------------|
| Demolition | 20 | -- | 10.2 | 0.0 |
| Site Preparation | 10 | -- | 10.2 | 0.0 |
| Grading | 30 | -- | 10.2 | 0.0 |
| Building Construction | 300 | 14.4 | 10.2 | 5954.59 |
| Paving | 23 | -- | 10.2 | 0.0 |
| Architectural Coating | 35 | -- | 10.2 | 0.0 |
| Total Construction Vendor Fuel Consumption | | | | 5,954.59 |

Source: Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022 defaults.

United States Department of Transportation, Bureau of Transportation Statistics. 2018. National Transportation Statistics 2018. Available at: <https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntentire2018q4.pdf>.

Construction worker, hauling truck, and vendor fuel consumption are based on CalEEMod's default data for vehicles miles traveled (VMT). As shown in Table 10, all construction worker trips are from light duty autos, it is estimated 12,289.40 gallons of fuel will be consumed. Fuel consumption from construction vendor (material delivery) trips is 5,954.59 gallons, as shown on Table 11. Fuel consumption from hauling trucks was calculated to be zero. Construction would represent a "single-event" diesel and gasoline fuel resources. Impacts related to transportation energy use during construction would be temporary and would not require the additional use of energy supplies or the construction of new infrastructure.

During operations of the Proposed Project, fuel consumption would result from resident vehicle trips. Project vehicle miles traveled (VMT) were modeled with an automobile fuel efficiency of 24 miles per gallon. The Proposed Project would result in an estimated 5,8313.7 gallons of fuel consumption per year based on the model default value of 1,399,529.5 miles driven.

Trip generation and VMT generated by the Proposed Project were considered less than significant. The Proposed Project does not include uses or operations that would inherently result in excessive or wasteful vehicle trips and VMT or associated wasteful vehicle energy consumption. It is not expected to result in a substantial demand for energy that would require expanded supplies or the construction of other infrastructure or expansion of existing facilities.

Electricity

Southern California Edison (SCE) currently provides electrical service to the project area and the eastern portion of the Project Site (bar and motel) receive SCE service. The demand for electricity associated with the Proposed Project would be for operation of the 134 single-family residential units. In 2022, the Residential sector of the Southern California Edison planning area consumed 6301.858375 GWh of electricity.⁹ Based on the CalEEMod emission output tables for the Proposed Project, the estimated electricity demand is 1.027299 GWH (see Appendix A-1). The Proposed Project's estimated annual electricity consumption compared to the 2020 annual electricity

⁹ California Energy Commission. California Energy Consumption Database. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed February 15, 2024.

consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.01630015 percent of total electricity consumption. The existing SCE electrical facilities have the capacity to meet this increased demand. Therefore, the increase in electricity demand from the Proposed Project would be insignificant compared to the projected electricity demand for SCE's Residential sector demand. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Natural Gas

The Project Site is located within the service area of Southern California Gas (SoCal Gas) and the eastern portion of the Project Site (bar and motel) receive SoCal Gas service. The Proposed Project would create a permanent increase in demand for natural gas. The Proposed Project's estimated annual natural gas demand (CalEEMod output) is 42,241.12 therms per year. According to the California Energy Commission, the natural gas consumption of the SoCal Gas's residential sector was approximately 2275.170830 million therms in 2021.¹⁰ The Proposed Project's estimated annual natural gas consumption, compared to the 2021 annual natural gas consumption of the overall residential sector in the SoCal Gas Planning Area would account for approximately 0.0018566 percent of the total natural gas consumption. Therefore, projected natural gas demand would not significantly impact SoCal Gas's level of service.

In conclusion, neither the construction nor operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be less than significant. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The California Energy Commission (CEC) updates the Energy Code every three years, which includes Title 24. On August 11, 2021, the CEC adopted the 2022 Energy Code. In December 2021, it was approved by the California Building Standards Commission for inclusion into the California Building Standards Code. The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Energy Code.¹¹

Project design and operation would comply with the Regional Greenhouse Gas Reduction Plan of San Bernardino County 2021 which the City relies on until their own plan is adopted, as well as the State Building Energy Efficiency Standards related to appliance efficiency regulations, and green building standards. The Proposed Project is required to adhere to Regional Greenhouse Gas Reduction Plan and Title 24 order to help decrease energy consumption and GHG emissions to become a more sustainable community and to meet the goals of AB 32. The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency and therefore no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

¹⁰California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed February 15, 2024.

¹¹ 2022 Building Energy Efficiency Standards. <https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency> . Accessed February 15, 2024.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

VII. GEOLOGY/SOILS – Would the project:

- a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? ☐ ☐ ☒ ☐
 - 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 (1994), creating substantial risks to life or property? ☐ ☐ ☒ ☐
 - e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? ☐ ☐ ☐ ☒
 - f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☒ ☐ ☐

Discussion:

- a) A Geotechnical Investigation & Soils Infiltration Testing for WQMD-BMP Design (Soils Report) dated April 1, 2021, and revised July 12, 2024, was prepared by Soils Southwest, Inc. and is summarized herein (Appendix D-1 and D-2).

- i. **Less than Significant Impact.** According to the Soils Report, there are no known active faults that pass through or towards the Project Site, and the Site is not situated in an Alquist-Priolo Special Studies Zone. Human occupancy structures are prohibited within 50 feet of either side of an active fault. The San Jacinto fault zone occurs approximately 0.59 miles east of the Project Site and is the nearest fault system.¹² To the north, approximately three miles, from the Project Site is the San Andreas Fault. Due to the distance of these faults, rupture on-site is not anticipated. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
- ii. **Less than Significant with Mitigation.** As is the case for most areas of Southern California, strong seismic ground shaking resulting from earthquakes associated with nearby faults may occur at the Project Site. Strong seismic ground shaking can be expected to induce lower horizontal accelerations due to smaller anticipated earthquakes during the lifetime of the proposed structures. Development of the Project Site would take place in accordance with the applicable requirements listed in the International Building Code (IBC), the California Building Standards Code, and the Buildings and Construction requirements of the City of San Bernardino Municipal Code.

Similarly, the Soils Report provided recommendations to ensure appropriate site preparation. Therefore, to reduce potential impacts to a less than significant level, the following mitigation measure shall be implemented:

Mitigation Measure GEO-1:

During construction, the Project Proponent shall ensure the recommendations contained in the Final Geotechnical/Soils report are incorporated into design plans and ensure that the contractor and subcontractor comply with the recommendations. A pre-grading meeting between the grading contractor and geotechnical engineer shall occur prior to construction at the site, to discuss the grading procedures to be implemented and other requirements described in the Geotechnical Report. The City Engineer shall approve the Final Geotechnical Report and shall inspect the work to ensure compliance.

With implementation of Mitigation Measure GEO-1, impacts can be reduced to a less than significant level.

- iii. **Less than Significant Impact.** Liquefaction is a phenomenon in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. The City's General Plan identifies the Project Site within an area with a moderate liquefaction susceptibility. However, the nearest liquefaction zone is approximately 0.37 miles to the northeast.¹³ Nonetheless, the Geotechnical report considered the Project Site to be non-susceptible to seismically induced liquefaction. Additionally, the Project Site is not located within a landslide susceptible zone;

¹² City of San Bernardino Complete General Plan. Seismic Hazards. Figure S-3: Alquist-Priolo Study Zones. 2005. Accessed May 9, 2024.

¹³ . City of San Bernardino. Complete General Plan. Seismic Hazards. Figure S-5: Liquefaction Susceptibility. 2005. Accessed May 9, 2024.

the nearest landslide zone is the Lytle Creek Basin located approximately 0.25 miles north of the Project Site.¹⁴

San Bernardino is surrounded by earthquake faults; the two largest known faults include the San Andreas and San Jacinto Faults. Additionally, the potential for fault rupture, strong ground shaking, and liquefaction is high throughout the City. Seismic related ground failure that affects structures is minimized to the extent feasible through compliance with the IBC and the California Building Standards Code. Additional recommendations as provided in the Final Geotechnical/Soils Report approved by the City Engineer shall be incorporated as required in Mitigation Measure GEO-1. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- iv. **Less than Significant Impact.** According to the Soils Report, the Project Site is near level with developed surroundings, and does not have characteristics (i.e., slopes) that would result in landslides. In addition, as previously stated, the Project Site is not located within a landslide susceptible zone, the nearest landslide zone is approximately 0.25 miles north of the Project Site.¹⁵ Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) **Less than Significant Impact.** During the development of the Project Site that would include disturbance of 15.71 acres, project-related dust may be generated due to the operation of machinery on-site or due to high winds. Additionally, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one-acre of soil; therefore, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) **Less than Significant Impact.** As previously mentioned, the Project Site is not located within a landslide susceptible zone, the nearest landslide zone is approximately 0.25 miles north of the Project Site.¹⁶ Additionally, the Geotechnical report identified the Project Site being near level with the developed surroundings and did not anticipate any significant seismically induced land sliding. The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. Additionally, the San Bernardino Countywide Plan does not identify the Project Site being within a liquefaction zone, the nearest liquefaction zone is approximately 0.37 miles to the northeast.¹⁷ Seismic-related ground failure that may affect structures would be minimized to the extent feasible through compliance with the IBC and the California Building Standards Code. Recommendations as provided in the Soils Report shall be incorporated as required by the City Engineer. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

¹⁴ City of San Bernardino. Complete General Plan. Seismic Hazards. Figure S-7: Slope Stability and Major Landslides. 2005. Accessed May 9, 2024.

¹⁵ City of San Bernardino. Complete General Plan. Seismic Hazards. Figure S-7: Slope Stability and Major Landslides. 2005. Accessed May 9, 2024

¹⁶ San Bernardino Countywide Plan. "HZ-2: Liquefaction and Landslides." October 2020. Accessed February 12, 2024.

¹⁷ San Bernardino Countywide Plan. "HZ-2: Liquefaction and Landslides." October 2020. Accessed February 12, 2024.

- d) **Less than Significant Impact.** Expansive soils (shrink-swell) are fine grained clay soils generally found in historical floodplains and lakes. Expansive soils are subject to swelling and shrinkage in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place.

According to the Soils Report, the earth materials encountered during the exploratory excavations were documented as upper disturbed and compressible, silty fine to medium coarse sands with minor pebbles and rock fragments overlying medium dense gravely silty fine to medium coarse sands. These materials are considered sandy and gravely and silty in nature and are considered “very low” in expansion characteristics.

Although the proposed building would be developed in accordance with the applicable building standards and the Uniform Building Code, recommendations from the Soils Report as approved by the City shall also be incorporated. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- e) **No Impact.** The Proposed Project is expected to connect to the City’s sewer collection system, which currently provides service to the surrounding vicinity and a portion of the site. The Proposed Project would not require the use of septic tanks or alternative wastewater disposal systems; therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- f) **Less than Significant with Mitigation.** A Phase I Cultural Resources Investigation dated December 23, 2020, was prepared by McKenna et.al (Appendix C-1). On the basis of five paleontological records searches conducted for other nearby projects, McKenna determined that the geologic deposits at the surface of Project Site had a low potential for producing paleontological resources. An Addendum to the Paleontological Assessment report, dated February 12, 2024, was prepared for the Project Site by Brian F. Smith and Associates, Inc. (see Appendix C-2 for report). As summarized in the report, Pleistocene-aged (“older Quaternary”) alluvial deposits, in the form of eolian sands, are present at the surface of the project. The SBCM mammoth locality was probably recovered from early Holocene and late Pleistocene-aged young eolian (sand dune) deposits; older (late to middle Pleistocene) eolian deposits are mapped at the project. While other Pleistocene fossil localities are several miles distant, the fossil bones of Ice Age mammals are known to occur, if rarely, in such deposits. Mitigation Measure GEO-2 will be required as a condition of project approval to reduce potential impacts to a less than significant level.

Mitigation Measure GEO-2:

Paleontological monitoring by a qualified paleontologist contracted by the Applicant shall be implemented during any mass grading and excavation activities starting at five feet below the surface. Monitoring shall be conducted full-time in areas of grading or excavation in undisturbed eolian deposits. If resources are discovered, the qualified paleontologist in consultation with the Applicant and the City, shall develop a plan of mitigation which may include full-time monitoring, salvage excavation, scientific removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in a local qualified repository, and preparation of a report summarizing the find.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). GHGs are present in the atmosphere naturally and can be released by natural sources (such as oceanic water vapor), or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. The Proposed Project's emissions were compared to SCAQMD draft screening threshold of 3,000 MTCO₂e.

Greenhouse gas emissions were estimate using CalEEMod version 2022. The emissions incorporate certain design reduction strategies. These design reduction strategies could include methods for improving the Projects Site's walkability by providing sidewalks. The CalEEMod outputs used to estimate construction and operational greenhouse gas emissions are referred to in Table 12 and 13 below.

For construction phase Project emissions (Table 12), GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, SCAQMD recommends calculating the total greenhouse gas emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. Therefore, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions.

Table 12
Greenhouse Gas Construction Emissions
(Metric Tons per Year)

| Source/Phase | CO ₂ | CH ₄ | N ₂ O | R |
|--------------------------------|-----------------|-----------------|------------------|-----|
| 2025 | 296 | 0.0 | 0.0 | 0.0 |
| 2026 | 351 | 0.0 | 0.0 | 0.1 |
| 2027 | 0.7 | 0.0 | 0.0 | 0.0 |
| Total MTCO₂e | 652.7 | | | |
| Amortized over 30 years | 21.8 | | | |
| SCAQMD Threshold | 3,000 | | | |
| Significant | No | | | |

Source: CalEEMod.2022 Annual Emissions.

Table 13
Greenhouse Gas Operational Emissions
(Metric Tons per Year)

| Source/Phase | CO ₂ | CH ₄ | N ₂ O | R ¹ |
|---|-----------------|-----------------|------------------|----------------|
| Mobile | 1,015 | 0.0 | 0.0 | 1.6 |
| Area | 2.3 | 0.0 | 0.0 | --- |
| Energy e | 385 | 0.0 | 0.0 | --- |
| Water | 33.7 | 0.2 | 0.0 | --- |
| Waste | 11.6 | 1.2 | 0.0 | --- |
| Refrig. | --- | --- | --- | 0.3 |
| MTCO₂e Per Year | 1,504 | | | |
| Const. Amortized over 30 years | 21.8 | | | |
| Total MTCO₂e Per Year | 1,525.8 | | | |
| SCAQMD Threshold | 3,000 | | | |
| Significant | No | | | |

Source: CalEEMod.2022 Annual Emissions.

1) Common refrigerant GHGs used in air conditioning and refrigeration equipment.

As shown in Table 12 and Table 13, the Proposed Project's emissions would not exceed the SCAQMD's 3,000 MTCO₂e threshold of significance. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing GHG emissions. The Proposed Project would consist of a multi-family residential development. As shown in Table 12, the Proposed Project is anticipated to generate 1,525.8 MTCO₂e per year which are below the SCAQMD draft threshold of significance of 3,000 MTCO₂e per year. The SCAQMD developed this threshold through a Working Group, which also developed a detailed methodology for evaluating significance under CEQA. At the September 28, 2010 Working Group meeting, the SCAQMD released its most current version of the draft GHG emissions thresholds, which recommends a tiered approach that provides a quantitative annual threshold of 3,000 MTCO₂e for all land use type projects, which was based on substantial evidence supporting the use of the recommended thresholds.

CARB 2022 Scoping Plan

The California Air Resources Board 2022 Scoping Plan assesses progress toward the statutory target of reducing GHG emissions to 40 percent below 1990 levels by 2030, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes

needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. All of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Proposed Project would be required to comply with these regulations as they come into effect.

The Proposed Project would comply with the CALGreen Code, regarding energy conservation and green building standards. Therefore, the Proposed Project would comply with applicable energy also comply with the CALGreen Code, which includes a variety of different measures, including the reduction of wastewater and water use. In addition, the proposed Project would be required to comply with the California Model Water Efficient Landscape Ordinance. Therefore, the proposed Project would not conflict with any of the water conservation and efficiency measures. Vehicles traveling to the Project site would comply with the Pavley II (LEV III) Advanced Clean Cars Program. Therefore, the proposed Project would not conflict with the identified transportation and motor vehicle measures. Implementation of the proposed Project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas with the 2022 Scoping Plan.

SCAG's Connect SoCal

The Proposed Project is overall consistent with SCAG's Connect SoCal because it does not obstruct the attainment of mandatory policies in the plan applicable to this size of a project that is residential only. Connect SoCal does not mandate any policies for which residential projects in the vicinity of the Proposed Project must comply. Connect SoCal is a high-level regional plan that addresses Southern California transportation along with air quality and GHG. Connect SoCal clarifies that it does not dictate or supersede local actions and policies, but simply lays out a suggested path to achieving regional goals. On page 12 of Connect SoCal, it states that the use of the Connect SoCal plan is to:

- * Understand the biggest trends and challenges in the region (Chapter 2)
- * Review a comprehensive set of policies, strategies and tools to improve mobility and sustainability (Chapter 3)
- * Evaluate the sources and structures of funding that will support executing the plan (Chapter 4)
- * Refer to performance measures and ways of tracking our success in becoming a more mobile and sustainable region (Chapter 5)
- * Identify new challenges that remain on our horizon (Chapter 6)

While Connect SoCal provides a number of strategies to reduce environmental impacts, the strategies are suggestions rather than mandates. Connect SoCal's environmental strategies include promotion of transit-oriented development; transit priority areas; greenbelts; complete streets; pedestrian orientation; hot zones and development transfers to condense development; and electric vehicle networks. The Proposed Project The Proposed Project satisfies the City-established VMT screening criteria for projects located within a low VMT area and additionally provides for new sidewalks and improvements to Foothill Boulevard.

Therefore, the Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

IX. HAZARDS AND HAZARDOUS MATERIALS

– Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- a) **Less than Significant Impact.** Construction of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local

regulations and BMPs. Although these materials could be stored on-site during construction activities, the Proposed Project would be required to comply with the guidelines established by the SWPPP. The management of hazardous materials during the Proposed Project's construction phase would not result in a significant impact. Operations would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. Impacts from operations would be less than significant. Hazardous materials are highly regulated in California, including the methods in which they are transported, used and stored. The proposed residential development would not result in the transport, use or storage of significant quantities of hazardous materials. The City relies on the assistance of the Fire Department and the County's Department of Environmental Health to regulate the use of hazardous materials. A less than significant impact is anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** Through the construction process, any hazardous materials used on-site would be handled and stored in accordance with all Federal, State, and City regulations. Future residences would store and use various chemicals for routine housekeeping and landscaping maintenance. However, none of these chemicals would be used in sufficient quantities to pose a threat to humans or the environment. Because quantities of hazardous materials used and stored on-site would be minimal, a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials is not anticipated. Additionally, any hazardous materials would be delivered, handled, and stored in compliance with all Federal, State, and City regulations. Therefore, a less than significant impact is anticipated, and no mitigation measures are required.
- c) **Less than Significant Impact.** The nearest school to the Project Site is Myers Elementary School, located approximately 0.5 miles northwest of the Project Site. The Proposed Project would not require the routine transport or use of hazardous materials. No schools exist within a quarter-mile of the Project Site. Therefore, a less than significant impact is anticipated, and no mitigation measures are required.
- d) **Less than Significant Impact.** The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database.¹⁸ In the event that hazardous materials are identified on the Project Site during construction, standard reporting and remediation regulations would apply. Therefore, a less than significant impact is anticipated, and no mitigation measures are required.
- e) **Less than Significant Impact.** According to the City General Plan, the Project Site occurs outside the San Bernardino International Airport (SBIA) Influence Area.¹⁹ The SBIA is located approximately 4.8 miles east of the Project Site. Therefore, implementation of the Proposed Project would not result in a safety hazard related to airport land uses for people residing or working in the area. Therefore, a less than significant impact is anticipated, and no mitigation measures are required.

¹⁸ California Department of Toxic Substances Control EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/>. Accessed February 8, 2024.

¹⁹ City of San Bernardino General Plan. Figure LU-4: San Bernardino International Airport Planning Boundaries. 2005. Accessed May 10, 2024.

f) **Less than Significant Impact.** The Project Site does not contain any emergency facilities. The City of San Bernardino General Plan does not identify the Project Site or the vicinity as an emergency evacuation area. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the City of San Bernardino. Project operations would not interfere with an adopted emergency response or evacuation plans. The driveways at Foothill Boulevard and Macy Street would be maintained for ingress/egress at all times. In the case of potential evacuations, Foothill Boulevard, which runs directly south of the Project Site, is classified as a regional evacuation route. Therefore, a less than significant impact is anticipated, and no mitigation measures are required.

g) **Less than Significant Impact.**

The Project Site is primarily undeveloped, with two existing vacated establishments and paved grounds located in the western portion of the site. Due to the site being surrounded by developed property and consisting primarily of vacant property devoid of native vegetation (i.e., fuel), there is a less than significant threat of a wildfire occurring in the surrounding area. Additionally, there is no intermixed wildland areas within the vicinity or adjacent to the Project Site. As shown on Figure S-9: "Fire Hazard Areas" in the City's General Plan, the Project Site does not occur in a fire hazard area.²⁰ The Project Site and surrounding area are urbanized and located over 3 miles south of the nearest fire hazard designated area.

In addition, the San Bernardino County Fire Station 229, located at 202 N. Meridian Avenue is approximately 0.4 miles southwest of the Project Site. Implementation of the Proposed Project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires resulting in a less than significant impact and no mitigation is required.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|
|--------------------------------------|---|------------------------------------|--------------|

X. HYDROLOGY AND WATER QUALITY –
Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede substantial groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

²⁰ City of San Bernardino General Plan, Figure S-9: Fire Hazard Areas.
<http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 10-43

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|-------------------------------------|
| 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: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** A Hydrology Study (see Appendix E), and a Preliminary Water Quality Management Plan (see Appendix F), were both prepared in April 2024 by Joseph E. Bonadiman & Associates, Inc. Both reports are summarized herein. The Proposed Project would disturb a 15.71-acre site and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES). The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more.

The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. Examples of BMPs include sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP), which is subject to review and approval by the City. A preliminary WQMP was prepared for the Proposed Project. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The Project Site is located within the service area of the San Bernardino Municipal Water Department (SBMWD).²¹ The SBMWD water service area is approximately 45 square miles, providing water to approximately 200,000 persons in the City of San Bernardino and unincorporated areas of San Bernardino County.²² SBMWD's water supply is comprised entirely of groundwater from the Bunker Hill Basin (part of the San Bernardino Basin Area). In addition to potable water, SBMWD provides wastewater collection and treatment services and is developing a recycled water system for groundwater recharge and non-potable reuse.

As stated in the 2020 Integrated Regional Urban Water Management Plan. Part 2 Chapter 8 SBMWD 2020 UWMP, during a multiple dry-year period, the SBMWD's total water supply is projected to be 58,963 acre-feet (AF) by 2045, while the total water demand is projected to be 51,272 AF in the same year, which would result in a 7,691 AF annual surplus.²³ Therefore, the UWMP indicates that the SBMWD's supplies have been determined to be sufficient to meet demands within the department's service area during normal, dry, and multiple dry years through the year 2045.

The Proposed Project will require approval of a General Plan Amendment (GPA) and a Zone Change (ZC), approval of the GPA would change the existing land use designation of Commercial to Residential Medium and would change the existing zoning designation of Commercial General – 1 to Residential Medium (RM). Development of the Project Site for residential use rather than commercial would result in a greater water demand that has not been accounted for in the UWMP. At a conservatively estimated per household water demand of 600 gallons per day, the Proposed Project would have a total annual water demand of 90 acre-feet which is approximately 12% of the projected water surplus for the service area.

Implementation of BMPs and an underground infiltration retention/detention system on the property would mitigate additional water runoff and drainage on site and provide for stormwater capture and infiltration. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

- c)
- i) **Less than Significant Impact.** Erosion is a phenomenon characterized by the wearing away of a geologic surface as a result of forces such as wind or water. Siltation is another geologic process that describes how fine mineral particles such as silt or clay may be suspended in a body of water in various amounts depending on water velocity.

²¹ San Bernardino Municipal Water Department. GIS Parcel Map. Link: <https://www.sbmwd.org/336/GIS-Mapping>

²² City of San Bernardino Water Department. <https://sbmwd.org/221/About-the-Water-Department#:~:text=The%20SBMWD%20water%20service%20area,areas%20of%20San%20Bernardino%20County>.

²³ 2020 Integrated Regional Urban Water Management Plan. Part 2 Chapter 8 SBMWD 2020 UWMP. Table 8-16. DWR 7-4R Multiple Dry Years Supply and Demand Comparison (AF). Accessed April 22, 2024.

During the temporary construction period, soil erosion could occur on site due to a storm event. Construction activities covered under the State of California's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of the SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct, and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

ii, iii) **Less than Significant Impact.**

As noted in the Hydrology Study, the majority of the Project Site slopes to the southeast with a portion of the western boundary sloping to the west. The Lytle Creek Basin exists east of the Project Site and generally runs from the northern San Gabriel Mountains south to the Santa Ana River.

An increase in peak flow and runoff volume is expected for the Proposed Project, due to the development's additional paved surfaces. Per the San Bernardino County Hydrology Manual, developed sites shall not increase existing condition flow rate. In order to meet mitigation requirements per "San Bernardino County Detention Basin Design Criteria" post-development peak flow rates generated by the site shall be less than or equal to 90 percent of the pre-development peak flow rate based on shifting the rainfall values for the 10-year, 25-year and 100-years storms, providing a least a 50 percent confidence level that the detention basin outflow will not adversely impact downstream properties. This can be achieved for the eastern portion (designated as Area "A") of the Project Site with the use of an underground storm infiltration chamber with the capacity of 1.098 acre-feet (47,831 CF). Onsite drainage for Area "A" shall be captured onsite and directed to the underground storm infiltration chamber prior to leaving the site. The underground storm infiltration chamber shall be equipped with a 15" outlet pipe, sloping away at 0.5 percent, and shall be located 5.23 ft from the bottom of the system. The design will reduce discharge from all studied storm events to less than 90 percent of the pre-development conditions.

The outlet from Area "A" shall be conveyed to Foothill Blvd via 15" pipe to a 6-foot wide 6-foot parkway culvert per City Standard 400 or discharged to the storm drain in Foothill Boulevard. Conveyance of site drainage over the driveway approaches is not permitted.

Developed flows from the western portion of the site (designated as Area "B"), result in a reduction in flow rate and therefore do not require mitigation. Flows from Area "B" can be discharged directly to Foothill Blvd after any required Water Quality treatment. Overflow from Area "B" shall be conveyed to Foothill Blvd via a 6-foot wide 6-foot

parkway culvert per City Standard 400. Conveyance of site drainage over the Driveway approaches is not permitted.

Therefore, the Project will have a less than significant impact on the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

- iv) **Less than Significant Impact.** The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.²⁴ Under existing conditions, the Project Site slopes to the southeast with a portion of the western boundary sloping to the west. To the east of the Project Site, the Lytle Creek Basin carries water to the southeast, south of this site. As previously stated above, the Proposed Project will utilize an underground storm infiltration chamber with the capacity of 1.098 acre-feet (47,831 CF) and any excess water shall be conveyed to Foothill Blvd via a 15" pipe to a 6-foot wide 6-foot parkway culvert per City Standard 400 or discharged to the storm drain in Foothill Boulevard. Additionally, flows from the western portion of the site can be discharged directly to Foothill Blvd after any required Water Quality treatment. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is the Lytle Creek tributary, which is an ephemeral basin approximately 0.4 miles east of the Project Site. The Lytle Creek basin is approximately 70 feet lower in elevation than the Project Site. Additionally, as stated previously, the Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant Impact.** The Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Requirements of a NPDES permit to be issued for the Proposed Project would include development and implementation of a SWPPP and is subject to SBWQCB review and approval. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

XI. LAND USE AND PLANNING – Would the project:

- a) Physically divide an established community?

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☐
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²⁴ Federal Emergency Management Agency (FEMA) Flood Map Service. <https://www.fema.gov/flood-maps>

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|-------------------------------------|--------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **No Impact.** The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. The Proposed Project would be a consistent use with the surrounding residential developments to the north and south. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur, and no mitigation measures are required.
- b) **Less Than Significant Impact.** The Proposed Project is designed to be consistent with all City development standards that are intended to promote and protect the public health, safety, peace, comfort and general welfare including providing sufficient parking on-site, meeting the minimum lot size for the development type, meeting the lot coverage by structure and structure height, and providing sufficient setbacks from the frontage, rear, and sides to provide appropriate distance from adjacent land uses. The Proposed Project would not result in any 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, as demonstrated throughout this Initial Study, and specifically in the Greenhouse Gas Emissions analysis.

Provided below is a consistency review of the Proposed Project's in relation to City of San Bernardino General Plan policies and goals that have been adopted for the purpose of avoiding or mitigating any environmental effects of project development.

| General Plan Policies and Goals | Proposed Project Consistency |
|---|--|
| Policy 2.1.2: Require that new development with potentially adverse impacts on existing neighborhoods or residents such as noise, traffic, emissions, and storm water runoff, be located and designed so that quality of life and safety in existing neighborhoods are preserved. | The Proposed Project is consistent with this policy. The Proposed Project has been designed to comply with the applicable standards provided in the City's General Plan, CBC Guidelines, and City's Municipal Code standards. |
| Policy 2.2.1: Ensure compatibility between uses and quality design through adherence to the standards and regulations in the Development Code and policies and guidelines in the Community Design Element. | The Proposed Project is consistent with this policy. As documented in Section I and in the Project Description, the Proposed Project would include placement of lighting fixtures consistent with City standards and subject to City approval of a lighting plan. The Proposed Project includes |

| General Plan Policies and Goals | Proposed Project Consistency |
|--|--|
| | decorative perimeter fencing/walls, landscaping and required on-site and off-site improvements to provide consistency within the Residential Medium (RM) zoning district. |
| Policy 2.2.2: Require new uses to provide mitigation or buffers between existing uses where potential adverse impacts could occur, including, as appropriate, decorative walls, landscape setbacks, restricted vehicular access, enclosure of parking structure to prevent sound transmission, and control of lighting and ambient illumination. | The Proposed Project is consistent with this policy. The Proposed Project would have 10 ft setbacks in areas adjacent to residential development. Additionally, a 6 ft high concrete perimeter wall shall be constructed along the property line of homes adjacent to Foothill Boulevard. The lighting would be designed in compliance with City Development Code 19.20.030 which requires that lighting shall be stationary and deflected away from all adjacent properties and public streets and rights-of-way. Therefore, with the incorporation of setbacks, perimeter walls, landscaping, and lighting design the project's operational noise would not exceed the residential standards set forth in Section 19.20.030 of the City's Municipal Code and would not result in substantial increases in ambient noise levels at nearby and adjacent residences. |
| Policy 2.5.4: Require that all new structures achieve a high level of architectural design and provide a careful attention to detail. | The Proposed Project is consistent with this policy. The Proposed Project would be required to maintain an aesthetic design that would be intended to promote the existing site's aesthetic character and be consistent with the surrounding neighborhood. The design of future homes would be subject to City review and approval. |

The Proposed Project is consistent with the General Plan policies and goals that have been adopted for the purpose of avoiding or mitigating any environmental effects of project development as demonstrated above. Additionally, think the RTP/SCS would also avoid or mitigate an environmental effect. Like to see the GP, zoning and RTP/SCS in this section if possible. It could be a reference back to the GHG analysis if add per comment above. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

XII. MINERAL RESOURCES – Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

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| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a-b) **Less than Significant Impact.** According to the San Bernardino Countywide Plan, the Project Site is within an Aggregate Resource Zone 3, which is described to have a moderate potential for mineral resources.²⁵ In the San Bernardino City area, the bulk of the construction aggregate is found in the natural sand and gravel deposits of Cajon Wash, Lytle Creek, Warm Creek, City Creek, and the Santa Ana River. Nearby sand and gravel quarries exist to the east and north of the Project Site. The Project Site is currently surrounded by residential and commercial uses and under the City's General Plan, would not be permitted for mining. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|------------------------------------|--------------|
| XIII. NOISE – Would the project result in: | | | | |

| | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) **Less than Significant with Mitigation Incorporated.** A Noise Impact Analysis dated May 3, 2024, was completed for the Proposed Project by Ganddini Group Inc (Appendix G).

²⁵ San Bernardino Countywide Plan. "NR-4: Mineral Resource Zones." October 2020. Accessed February 12, 2024.

On-Site Equipment Use. Construction noise is regulated within Section 8.54.070 of the City of San Bernardino's Municipal Code which prohibits construction activities other than between the hours of 7:00 AM to 8:00 PM. However, neither the City of San Bernardino General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA consists as a substantial temporary or periodic noise increase. Therefore, a numerical construction noise threshold based on the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual is used for analysis of daytime construction impacts, as discussed below.

According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leq as a reasonable threshold for noise sensitive residential land use.

Accordingly, the project would result in a significant impact if:

- Project construction occurs outside the hours of 7:00 AM and 8:00 PM or,
- Project construction noise exceeds 80 dBA Leq at a residential use.

The single-family residential uses to the north, northeast, east, and southeast, the motel use to the west, and the mobile home park use to the south of the Project Site boundaries may be affected by short-term noise impacts associated with construction noise. Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task (e.g., hours and days of the week) and the duration of the construction work. Assumptions for the phasing, duration, and required equipment for the construction of the Proposed Project were obtained from the project applicant.

The modeled construction noise levels are forecast to reach up to 72.7 dBA Leq at the nearest residential property line to the north, 61.1 dBA Leq at the nearest residential property line to the northeast, 58.1 dBA Leq at the nearest residential property line to the east, 62.3 dBA Leq at the nearest residential property line to the southeast, 69.8 dBA Leq at the nearest residential property line to the south, and 67 dBA Leq at the motel property line to the west of the Project Site.

Project construction would not occur outside of the hours outlined as "exempt" in City of San Bernardino's Municipal Code Section 8.54.070. Based on the modeled construction noise levels, construction noise levels are estimated to reach up to 72.7 dBA Leq at the nearest residential use and will not exceed the FTA residential construction noise standard of 80 dBA Leq. Therefore, the project would not exceed established standards relating to construction noise. The project impact is less than significant; no mitigation is required.

Off-Site Vehicle Trips. Construction truck trips would occur throughout the construction period. According to the FHWA, the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL/Ldn. The estimated existing average daily vehicle trips along Foothill Boulevard ranges between 16,200 and 23,000 daily vehicle trips, along Dallas Avenue approximately

800 daily vehicle trips, and along Macy Street approximately 1,600 daily vehicle trips. As shown in the CalEEMod output files provided in Appendix A-1, the greatest number of construction-related vehicle trips per day would be up to 63 vehicle trips per day during building construction (48.6 for worker trips and 14.4 for vendor trips). Given the Project Site's location, it is anticipated that vendor and/or haul truck traffic would take the most direct route to the 215 Freeway. Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of traffic volumes. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

Future Transportation Noise Impacts. Policy 14.1.1 in the Noise Element of the City of San Bernardino General Plan discourages development of new residential land uses, among other sensitive land uses, where the existing or future noise levels exceeds an Ldn of 65 dB(A) exterior and an Ldn of 45 dB(A) interior if the noise cannot be avoided or mitigated.

The City identifies noise standards for single family residential uses of 65 dBA Ldn exterior and 45 dBA Ldn interior. Facades with anticipated noise levels of 65 dBA LDN are expected to have interior noise levels that do not exceed 45 dBA LDN. This is based on the assumption that heating and ventilation systems will be provided in order to allow for a windows-closed condition.

Future traffic noise levels at first-row residential units adjacent to Macy Street will be exposed to noise levels will reach up to 63 dBA Ldn and will not exceed the City's noise standard of 65 dBA Ldn. The transportation related noise (road and rail) levels are expected to range between 63 and 70 dBA LDN at first floor façades of the first row of residential buildings exposed to Foothill Boulevard and the UP rail line east of the Project Site and between 64 and 72 dBA Ldn at second floor facades. These exterior noise levels will exceed the City's Noise Standard of 65 dBA Ldn under future transportation noise conditions.

With a six-foot wall along the southern property line (see Appendix G), future noise levels at first-floor residential lots adjacent to Foothill Boulevard will range between 63 and 64 dBA CNEL and will not exceed the 65 dBA CNEL land use/noise compatibility criteria. However, future noise levels at first row second story units adjacent Foothill Boulevard will range between 71 and 72 dBA CNEL and upgraded windows with a Sound Transmission Class (STC) of at least 30 will need to be installed in first row second-story windows exposed to Foothill Boulevard in order to ensure interior noise levels of 45 dBA CNEL or lower. With implementation of Mitigation Measures NOI-1 and NOI-2, the Proposed Project would be anticipated to have a less than significant impact.

Mitigation Measure NOI-1:

A six-foot-high concrete wall with no holes or cracks shall be constructed along the property line of homes adjacent to Foothill Boulevard.

Mitigation Measure NOI-2:

Windows and sliding glass doors on building facades facing Foothill Boulevard shall have an STC rating of at least 30.

The project will be consistent with the City's General Plan goals and policies and the City's municipal code with implementation of these measures and impacts will be less than significant.

Impacts due to Project Generated Traffic Noise. California courts have rejected use of what is effectively a single “absolute noise level” threshold of significance (e.g., exceed 65 dBA CNEL/Ldn) on the grounds that the use of such a threshold fails to consider the magnitude or severity of increases in noise levels attributable to the project in different environments (see *King and Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814). California courts have also upheld the use of “ambient plus increment” thresholds for assessing project noise impacts as consistent with CEQA, noting however, that the severity of existing noise levels should not be ignored by incorporating a smaller incremental threshold for areas where existing ambient noise levels were already high (see *Mission Bay Alliance v. Office of Community Investment and Infrastructure* (2016) 6 Cal.App.5th 160).

Increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if:

- Project-related traffic causes an increase in the CNEL/Ldn at any noise-sensitive receptor by an audible amount of 3 dBA and also causes the noise level at the receiving land use to exceed the noise standards detailed in the Noise Element of the City of San Bernardino General Plan.

Roadway noise levels were calculated for land uses adjacent to roadways in the project vicinity based on the FHWA Traffic Noise Prediction Model methodology. During operation, the proposed project is expected to generate a total of approximately 1,092 daily trips, including 93 trips during the AM peak hour and 107 trips during the PM peak hour. Roadway noise levels were calculated for the following scenarios:

- Existing (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Plus Project: This scenario refers to existing year plus project traffic noise conditions.

The modeled traffic noise levels at the nearest sensitive receptors in the project vicinity range between 57 and 76 dBA CNEL/Ldn for Existing conditions and 57 and 76 dBA CNEL/Ldn for Existing Plus Project conditions; the addition of project trips /Ldn is expected to result in an increase of up to approximately 0.26 dBA CNEL/Ldn. Therefore, the addition of project trips is not expected to change noise levels in excess of the applicable thresholds at the study roadway segments. The project impact is less than significant; no mitigation is required.

- b) **Less than Significant Impact.** The City of San Bernardino has not established thresholds of significance concerning groundborne vibration. In the absence of City-established thresholds, groundborne vibration impacts are based on guidance from the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (FTA, September 2018). Accordingly, the project would result in a significant impact if:

- Groundborne vibration levels generated by the project have the potential to cause architectural damage at nearby buildings by exceeding the following PPV:
 - 0.10 in/sec at buildings extremely susceptible to vibration damage
 - 0.20 in/sec at non-engineered timber and masonry buildings
 - 0.30 in/sec at engineered concrete and masonry (no plaster) buildings
 - 0.50 in/sec at reinforced-concrete, steel or timber (no plaster) buildings

- Groundborne vibration levels generated by the project have the potential to cause annoyance at sensitive receptors by exceeding 72 VdB.

Construction-Related Vibration Impacts. The closest vibration-sensitive receptors to the Project Site include the residential structures (i.e., sheds etc.) located as close as approximately two feet from the northern project property line and the mobile homes located approximately 125 feet from the southern project property line. At two feet, the use of a vibratory roller would be expected to generate a PPV of 9.281 in/sec and a bulldozer would be expected to generate a PPV of 3.933 in/sec. Therefore, use of either a vibratory roller or a bulldozer has the potential to cause architectural damage to the receptors to the north. Best management practices (BMPs) prohibiting the use of vibratory rollers within 26 feet and large bulldozers within 15 feet of the façades of residential structures to the north of the Project Site's northern property line will reduce potential architectural damage impacts.

In order to reduce annoyance-related vibration impacts, BMPs that prohibit the use of vibratory rollers, or other similar vibratory equipment, within 136 feet of the façades of the residential structures to the north and south and large bulldozers within 80 feet of the façades of the residential structures to the north have been included in the modeling. Although annoyance is expected to be short-term, occurring only during site grading, preparation, and paving the BMPs described above shall be adopted as conditions of approval and included in construction documents. Construction activity that must occur within these distances would need to be performed with smaller equipment types that do not exceed the vibratory threshold identified herein.

The closest buildings to the west of the Project Site are that of vacant commercial uses, which is not considered to be a vibration-sensitive land use. The FTA adopted standards associated with human annoyance for groundborne vibration impacts for three land-use categories: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference. Therefore, as commercial uses are not considered a vibration sensitive land use, no further analysis in regard to annoyance is necessary to the adjacent commercial structures to the west.

Therefore, Proposed Project's construction would not result in the exposure of persons to excessive groundborne vibration and impacts would be less than significant with incorporation of best management practices. The most substantial sources of groundborne vibration during post-construction project operations will include the movement of passenger vehicles and trucks on paved and generally smooth surfaces. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020), which is a substantially lower PPV than that of a vibratory roller (0.210 in/sec PPV at 25 feet). Therefore, groundborne vibration levels generated by project operation would not exceed those modeled for project construction.

- c) **No Impact.** The closest airport to the Project Site is the San Bernardino International Airport (SBIA), which is located approximately 4.8 miles to the southeast of the project site. The City of San Bernardino General Plan states that, during the writing of the General Plan, the Airport Master Plan and the Comprehensive Land Use Plan (CLUP) for SBIA were in the process of being

prepared and the Airport was operating under an Interim Airport Operating Plan. Therefore, the precise noise contours and safety zones were not available for inclusion in the City’s General Plan. However, per the noise contour maps provided in the Federal Aviation Administration’s (FAA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Eastgate Air Cargo Facility at San Bernardino International Airport (December 2019), the Project Site is well outside the 65 dBA CNEL/Ldn noise contours of the San Bernardino International Airport. Therefore, as the project is not within two miles of a public airport or in the vicinity of a private airstrip, the project would not expose people residing or working in the project area to excessive noise levels associated with airports.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

XIV. POPULATION AND HOUSING – Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** The City of San Bernardino projects a 1.3 percent increase in population growth between 2020 and 2030, from 222,101 to 230,500 residents.²⁶ Construction activities at the Project Site would be short-term and would not attract new employees to the area since there is an existing pool of construction labor in the region.

The Proposed Project includes the development of 134 single-family dwelling units. According to the City’s General Plan, the average persons per household was 3.34 countywide.²⁷ The proposed development of 134 single-family dwelling units would therefore result in an estimated population of 448 residents. Thus, the Proposed Project would account for approximately 2 percent of the projected 10-year growth in the City of San Bernardino. Therefore, population growth from the Proposed Project was anticipated for the buildout of the Planning Area. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

²⁶ City of San Bernardino General Plan. San Bernardino 2021 – 2029 Housing Element. January 2024. Accessed February 9, 2024.

²⁷ City of San Bernardino General Plan. Buildout Projections. 2005. Accessed May 10, 2024.

- b) **Less than Significant Impact.** The Proposed Project would not displace any people, or necessitate the construction of replacement housing elsewhere, because the Project would not displace any currently occupied housing. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--|--------------------------------------|---|------------------------------------|--------------|
|--|--------------------------------------|---|------------------------------------|--------------|

XV. PUBLIC SERVICES

| | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Other Public Facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

a) Fire Protection:

Less than Significant Impact. According to the General Plan, fire prevention, fire protection, and emergency medical service in the planning area within the San Bernardino City limits are provided by the San Bernardino County Fire Department.²⁸ The nearest fire station to the Project Site is Fire Station 229, located at 202 North Meridian Avenue, San Bernardino, approximately 0.4 miles southwest of the Project Site. There are twelve fire stations in San Bernardino and the City has mutual joint response agreements with the cities of Loma Linda, Colton, Rialto, and Central Valley Fire District (Station #75, in Muscoy), and the U.S. Forest Service. The Site Plan would be reviewed by the County Fire Marshal prior to the issuance of development permits.

Developer impact fees are collected at the time of building permit issuance to provide funding for necessary service increases associated with growth and development. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Police Protection:

²⁸ City of San Bernardino General Plan <http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 7-6

Less than Significant Impact. Police services are provided by the City Police Department within the City limits. The planning area is served by a main police station and six community service offices that serve five designated geographical patrol districts.²⁹ All emergency calls and requests for service from the Project Site would be dispatched from the main police station at 710 North D Street, which is located approximately 2.75 miles east from the Project Site. The City Police Department would review the Site Plan prior to the issuance of development permits.

Developer impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Schools:

Less than Significant Impact. The Proposed Project is within San Bernardino City Unified School District (SBCUSD). Construction and operation of new school facilities are funded through school impact fees assessed on new developments that occur within the school district. The future development of 134 single-family residences would result in an additional 448 people.³⁰

The San Bernardino City Unified School District's 2024 School Facility Fee Justification Report identified the student-per-home ratio to be 0.631³¹. Therefore, the Proposed Project would be anticipated to generate approximately 85 students. The District enrollment for the 2023/2024 schoolyear totaled 50,434 students. The Proposed Project would result in a 0.17 percent increase in students enrolled in the school district. The Proposed project would be required to pay fees of \$5.17 per square foot of residential development. At an average home size of 1,600 square-feet, this would result in \$1.1 million in school district revenue.

Through the implementation of all regulations and City and School District policies for development projects, the Project will have a less than significant impact on schools. Additionally, developer impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Parks:

Less than Significant Impact. The City of San Bernardino has a total of 539.98 acres dedicated to parks and recreation, which include 52 developed parks & facilities.³² There are nineteen neighborhood, ten community, seventeen mini, three regional parks and three special facilities. Additionally, many school sites, community centers and senior centers throughout the City are available for recreational activities. The City utilizes a park acreage standard of five acres per 1,000 residents.

The projected population for the City of San Bernardino in the year 2030 is approximately 226,487 people.³³ Using either the City's parkland requirement or the National Recreation and

²⁹ City of San Bernardino General Plan <http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 7-4

³⁰ www2.census.gov . San Bernardino Population. Accessed September 19, 2024.

³¹ School Facility Consultants. School Facility Fee Justification Report for Residential, Commercial & Industrial Development Projects for the San Bernardino City Unified School District

³² City of San Bernardino General Plan <http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 8-5

³³ [San Bernardino, CA population forecast for 2025 and 2030 - Aterio](#), accessed November 8, 2024.

Parks Association (NRPA) standards, the City will experience a shortfall in required parkland at buildout if no additional parks are provided. The General Plan accounted for an additional 1,368 acres of parklands based on the NRPA standards or 1,048 acres based on the City's parkland requirements. Additional parklands are to be incorporated overtime based on potential parks that may be acquired by the City or provided by new subdivisions. Additionally, the presence of the local San Bernardino National Forest gives surrounding residents year-round passive and active recreation opportunities.

The Proposed Project does not include on-site open space of recreational areas for residents. Developer impact fees are collected at the time of building permit issuance to offset project impacts. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities:

Less than Significant Impact. Once fully occupied, the Project is anticipated to have approximately 448 residents, or about 0.2 percent of the 2024 population estimate of 220,328. The Proposed Project of 134 new single-family homes is not expected to have a significant impact on public facilities/services, such as libraries, community recreation centers, and/or animal shelters. Development Impact Fees are collected by the City to fund expanded or new facilities as required. Therefore, the Proposed Project would not significantly affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

Discussion:

- a) **Less than Significant Impact.** The City of San Bernardino has a total of 539.98 acres dedicated to parks and recreation, which include 52 developed parks & facilities.³⁴ There are nineteen neighborhood, ten community, seventeen mini, three regional parks and three special facilities. Additionally, many school sites, community centers and senior centers throughout the City are

³⁴ City of San Bernardino General Plan <http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 8-5

available for recreational activities. The City utilizes a park acreage standard of five acres per 1,000 residents.

The projected population for the City of San Bernardino in the year 2030 is approximately 226,487 people.³⁵ Using either the City's parkland requirement or the National Recreation and Parks Association (NRPA) standards, the City will experience a shortfall in required parkland at buildout if no additional parks are provided. The General Plan accounted for an additional 1,368 acres of parklands based on the NRPA standards or 1,048 acres based on the City's parkland requirements. Additional parklands are to be incorporated over time based on potential parks that may be acquired by the City or provided by new subdivisions. Additionally, the presence of the local San Bernardino National Forest gives surrounding residents year-round passive and active recreation opportunities.

The Proposed Project would result an additional 448 people and does not include on-site recreational facility. Nearby parks that could be used by the new residents include the Ruben Campos Community Center one mile to the east, Encanto Park two miles to the east and Blair Park four miles to the north. The Proposed Project is anticipated to have a less than significant impact on recreational facilities.

- b) **Less than Significant Impact.** The Proposed Project does not include any parks, open space, or recreational facilities to serve the development or the community. Adherence to the San Bernardino General Plan and the San Bernardino Countywide Goals and Policies of the Open Space, Parks, and Recreation in the Countywide Policy Plan would ensure impacts to parks and other recreational facilities are less than significant and no mitigation measures are required.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

XVII. TRANSPORTATION/TRAFFIC – Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b)(1)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

³⁵ [San Bernardino, CA population forecast for 2025 and 2030 - Aterio](#), accessed November 8, 2024.

Discussion:

- a) **Less than Significant Impact.** A Traffic Impact Analysis dated October 7, 2024, was prepared by Ganddini Group, Inc. to provide an assessment of traffic impacts resulting from the Proposed Project. The CEQA analysis portions of the TIA are summarized herein and the full report is included as Appendix H.

Regional access to the Project Site is provided by Interstate 10 approximately three miles to the south, Interstate 210 approximately two miles to the north and Interstate 215 approximately 2.3 miles to the east of the Project Site. Local north-south circulation is provided by Pepper Avenue, Meridian Avenue, Dallas Avenue, Macy Street and North Rancho Avenue; and east-west circulation is provided by Foothill Boulevard.

Pepper Avenue: This four-lane divided roadway trends in a north-south direction and is classified as a Major Arterial (four- to six-lane roadway) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is prohibited in the project vicinity. There are designated bicycle lanes on both sides of the roadway in the project vicinity. There is existing minimal sidewalk access. The Proposed Project would replace and update the stretch along the northern side of Foothill Blvd adjacent to the Project Site. The posted speed in the project vicinity is 45 miles per hour.

Meridian Avenue: This two-lane undivided roadway trends in a north-south direction and is classified as a collector roadway (two-lane roadway) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is not prohibited in the project vicinity. Currently, there are no designated bicycle facilities in the project vicinity. Sidewalks are provided on either side of the roadway. The posted speed in the project vicinity is 40 miles per hour.

Dallas Avenue: This two-lane undivided alley trends in a north-south direction and is classified as a local roadway (two-lane roadway) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is not prohibited in the project vicinity. Currently, there are no designated bicycle facilities in the project vicinity. Sidewalks are not provided on either side of the roadway. The speed limit is not posed in the project vicinity.

Macy Street: This two-lane undivided roadway trends in a north-south direction and is classified as a local roadway (two-lane roadway) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is not prohibited in the project vicinity. Currently, there are no designated bicycle facilities in the project vicinity. Sidewalks are not provided on either side of the roadway. The speed limit is not posed in the project vicinity.

North Rancho Avenue: This two-lane undivided to two-lane divided roadway trends in a north-south direction and is classified as a Major Arterial (four to six-lane roadway) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is not permitted based on the roadway width south of Foothill Boulevard. Currently, there are no designated bicycle facilities in the project vicinity. Sidewalks are provided intermittently adjacent to developed parcels. The speed limit is not posed in the project vicinity.

Foothill Boulevard: This four-lane with two-way left turn lane roadway trends in an east-west direction and is classified as a Major Arterial (4 lane-divided with 100 feet of right-of-way) on the City of San Bernardino General Plan Circulation Element in the study area. On-street parking is prohibited on both sides of the road in the project vicinity. Currently, the City's Bicycle Facilities and Pedestrian Trails Master Plan identifies Foothill Boulevard as an existing Class III bike route (unmarked/on-street) east of Macy Street and proposed Class III bike route west of Macy Street. Sidewalks are generally provided on the south side of the roadway and on the north side adjacent to developed parcels. The posted speed is 40 miles per hour in the project vicinity.

The Proposed Project is forecast to generate approximately 1,029 net daily trips, including 93 net trips during the AM peak hour and 107 net trips during the PM peak hour.

Pedestrian Facilities:

Sidewalks are currently not provided along the Project Site frontage. As a part of the Proposed Project, sidewalks along Macy Street and Dallas Avenue would be constructed. Caltrans is widening Foothill Boulevard and their project is designed to include sidewalks that would also front the Project Site.

Bicycle Facilities Master Plan:

There are existing bike lanes on Pepper Avenue one-half mile west of the Project Site, and a proposed bike route on Foothill Boulevard. No bicycle lanes are planned in the immediate vicinity of the Proposed Project.

Transit Facilities:

Omnitrans Bus Route 14 runs along Foothill Boulevard and has two bus stops near the Project Site. The first bus stop is situated at the northeast corner of Macy Street and Foothill Boulevard and located approximately 60 ft east of the Project Site. The second bus stop is located approximately 100 ft south of the Project Site along Foothill Boulevard; both stops would provide accessible transit service to residents of the Proposed Project.

The Proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) The City VMT Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:
- Projects located within a Transit Priority Area (TPA)
 - Projects located within a one-half mile radius of major transit stop or high-quality corridor.
 - Projects located within a low VMT area.
 - Site location can be verified with the web-based or map-based VMT Screening Tools
 - Project Type Screening
 - Local serving land use
 - Retail land use projects which do not exceed 50,000 square feet of gross floor area.
 - Existing project expansion and redevelopment projects up to 10,000 square feet
 - Projects with trips that generate less than net new 400 daily vehicle trips.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the Proposed Project is not located within a TPA; therefore, the project does not satisfy the TPA screening criteria.

The Proposed Project satisfies the City-established VMT screening criteria for projects located within a low VMT area. Therefore, preparation of a transportation impact study with vehicle miles traveled (VMT) analysis is not warranted and the proposed may be presumed to result in a less than significant VMT impact.

Based on Ganddini's review of applicable VMT screening thresholds, the Proposed Project meets the Project Type screening and would therefore be assumed to result in a less than significant VMT impact.

- c,d) **Less than Significant Impact.** According to the TIA, due to the relatively straight horizontal and vertical alignment of Foothill Boulevard between Meridian Avenue and South Macy, there does not appear to be any physical roadway geometrics which would cause substantial obstructions to the required sight distances. Macy Street has ample sight distance to the north as the horizontal curve at the property edge is beyond 462 feet.

The Proposed Project would not create substantial hazards due to a design feature or incompatible use. The Site Plan shows access to the Project Site via two access driveways, which include a 26-foot wide accessway at Macy Street and a 26-foot wide accessway at Foothill Boulevard. The Site Plan has been reviewed by the City of San Bernardino and County Fire Marshal and suggested revisions have been incorporated to ensure that emergency access will not be blocked during project construction or operation. The construction contractor would be required to file a Construction Detour Plan with the City Traffic Engineering Department.

Based on the TIA, to address the Proposed Project's potential traffic effects, the following improvements are recommended for Opening Year (2026) With Project conditions:

- 1) Meridian Avenue (NS) at Foothill Boulevard (EW)
 - Modify existing northbound and southbound pavement markings to include dedicated left turn and shared through-right turn lane.
- 2) Macy Street (NS) at Foothill Boulevard (EW)
 - Install a traffic signal

Additionally, the TIA recommends the following improvements for Build-out Year (2040) Without Project conditions:

- 3) N Rancho Avenue (NS) at Foothill Boulevard (EW)
 - Install Traffic Signal

With City approval of the Site Plan, the Proposed Project would not substantially increase hazards due to a design feature or incompatible uses and would not result in inadequate emergency access. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|
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XVIII. TRIBAL CULTURAL RESOURCES:

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

- | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|
| i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a)
i, ii) **Less than Significant with Mitigation Incorporated.** California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

An approximate 14-acre portion of the Project Site was proposed to be used as a truck trailer parking facility in 2021. For compliance with AB 52, the City initiated consultation with three Native American Tribes (Gabrieleño Band of Mission Indians - Kizh Nation, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians) in January 2022. On January 24, 2022, the Gabrieleño Band of Mission Indians - Kizh Nation provided an email indicating that the Project Site was within their Kizh Ancestral Tribal Territory. Tribal consultation took place via teleconference on March 24, 2022. At the end of consultation, in a letter dated May 23, 2022, the

Tribe provided mitigation (see Mitigation Measures TCR-1 through TCR-3) to be performed during any ground disturbance.

On August 6, 2024, following determination of a complete Project Application for a residential project to be developed on the 14-acre portion of the Project Site plus additional parcels totaling approximately 2 acres, the City of San Bernardino contacted representatives of the three tribes listed above. Consultation was initiated for compliance with AB 52 as well as SB 18 required for the current Proposed Project's General Plan Amendment. The City of San Bernardino received a response via email from the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) via email on September 17, 2024, providing mitigation measures. These have been incorporated in this Initial Study along with those previously provided by Gabrieleño Band of Mission Indians - Kizh Nation.

TCR-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

- A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
- B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
- C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or “TCR”), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
- D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.
- E. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

TCR-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

- A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
- B. If Native American human remains and/or grave goods discovered or recognized on the Project Site, then all construction activities shall immediately cease. Health and Safety Code Section 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and all ground-disturbing activities shall immediately halt and shall remain halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed.
- C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
- D. Construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or burial goods, if the Kizh determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Kizh monitor and/or archaeologist deems necessary). (CEQA Guidelines Section 15064.5(f).)
- E. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. Any historic archaeological material that is not Native American in origin (non-TCR) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes.
- F. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

TCR-3: Procedures for Burials and Funerary Remains:

- A. As the Most Likely Descendant (“MLD”), the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains.
- B. If the discovery of human remains includes four or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created.
- C. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all sacred materials.

- D. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed.
- E. In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects.
- F. Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.
- G. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

TCR-4: Yuhaaviatam of San Manuel Nation Coordination:

The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

TCR-5: YSMN Consultation:

Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

TCR-6: YSMN Procedures for Burial and Funerary Remains:

If human remains or funerary objects are encountered during any activities associated with the Proposed Project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code 7050.5 and that code enforced for the duration of the project.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|--------------------------|
| XIX. UTILITIES AND SERVICE SYSTEMS – | | | | |
| Would the project: | | | | |
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** The Project Site is located within the service area of the San Bernardino Municipal Water Department (SBMWD). SBMWD produces all of its water supply from wells in the San Bernardino Basin Area. In addition to potable water, SBMWD provides wastewater treatment services and is developing a recycled water system for groundwater recharge and non-potable reuse. The Proposed Project will connect to an existing sewer line along Foothill Boulevard. The sewer system is maintained by the City's Engineering Department.

Development of the Proposed Project would result in new impervious surfaces on-site. Therefore, the Proposed Project would include an underground storm infiltration chamber with the capacity of 1.098 acer-feet (47,831CF), located within the eastern portion of the Project Site. As such, direct infiltration of storm water from impervious surfaces would be captured and would allow for groundwater recharge.

Southern California Edison (SCE) provides electrical service to the project area. The Proposed Project will receive electrical power by connecting to SCE's existing power lines along Foothill Boulevard, south of the Project Site. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. As stated in Section VI, in 2022, the Residential sector of the Southern California Edison planning area consumed 6301.858375 GWh of electricity.³⁶ Based on the CalEEMod emission output tables for the Proposed Project, the estimated electricity demand is 1.027299 GWh (see Appendix A-1). The Proposed Project's estimated annual electricity consumption compared to the 2020 annual electricity consumption of the overall Industry Sector in the SCE Planning Area would account for approximately 0.01630015 percent of total electricity consumption. Therefore, the increase in electricity demand from the project would represent an insignificant percentage of the overall demand in SCE's service area.

Southern California Gas Company (SoCalGas) provides natural gas service to the vicinity and the Project Site. The Proposed Project will receive natural gas by connecting to SCE's existing lines along Foothill Boulevard, south of the Project Site. As stated in Section VI, the Proposed Project's estimated annual natural gas demand (CalEEMod output) is 42,241.12 therms per year. According to the California Energy Commission, the natural gas consumption of the SoCal Gas's residential sector was approximately 2275.170830 million therms in 2021.³⁷ The Proposed Project's estimated annual natural gas consumption, compared to the 2021 annual natural gas consumption of the overall residential sector in the SoCal Gas Planning Area would account for approximately 0.0018566 percent of the total natural gas consumption. Therefore, projected natural gas demand would not significantly impact SoCal Gas's level of service.

The Proposed Project could be served by Spectrum and Frontier to meet landline or internet demands. Telecommunication services to the area will be via above ground connections from existing telephone lines and therefore the Proposed Project will connect to existing telecommunication infrastructure along Foothill Boulevard, south of the Project Site. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or the extensive expansion of water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities that could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** As stated in the 2020 SBMWD UWMP, during a multiple dry-year period, the SBMWD's total water supply is projected to be 58,963 acre-feet (AF) by 2045, while the total water demand is projected to be 51,272 AF in the same year, which would result in a 7,691 AF annual surplus.³⁸ Therefore, the UWMP indicates that the SBMWD's supplies have been determined to be sufficient to meet demands within the district's service area during normal, dry, and multiple dry years through the year 2045.

Development of the Project Site for residential use rather than commercial would result in a greater water demand that has not been accounted for in the UWMP. At a conservatively estimated per household water demand of 600 gallons per day, the Proposed Project would have a total annual

³⁶ California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed February 15, 2024.

³⁷ California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed February 15, 2024.

³⁸ 2020 Integrated Regional Urban Water Management Plan. Part 2 Chapter 8 SBMWD 2020 UWMP. Table 8-16. DWR 7-4R Multiple Dry Years Supply and Demand Comparison (AF). Accessed April 22, 2024.

water demand of 90 acre-feet which is approximately 12 percent of the projected water surplus for the service area. Water supplies would be sufficient to serve the Proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Proposed Project would be served by the City of San Bernardino sewer collection and treatment system, which has wastewater treated by the City of San Bernardino Municipal Water Department (SBMWD). The SBMWD is responsible for two treatment plants that provide secondary and tertiary treatment levels. The San Bernardino Water Reclamation Plant (SBWRP) provides secondary treatment of wastewater collected from the cities of San Bernardino, Loma Linda, and Highland, and the San Bernardino International Airport. The existing flow to the SBWRP of 28 MGD is far less than the existing design capacity of 33 MGD. Buildout of the plant's service area could be expected to increase cumulatively by another 20.2 MGD for a total flow of 48.2 MGD. Treated discharge from the SBWRP is then piped downstream to the Rapid Infiltration/Extraction Plant (RI/X) where flows are treated to tertiary levels and discharged to the Santa Ana River. An estimated 10 MGD of capacity remains at the RI/X plant. With 30 percent of the Proposed Project's estimated daily water use per unit being discharged to the sewer system (70% water use for landscaping), the impact on the wastewater treatment system would be 0.02 MGD compared to the remaining capacity of the SBWRP of 5 MGD.

Therefore, no significant impacts are identified or anticipated, and no mitigation measure are required.

- d) **Less than Significant Impact.** Solid waste from the City of San Bernardino is transported to and disposed of at either the San Timoteo or Mid-Valley Sanitary Landfill. Construction debris would be recycled and/or transported to the Mid-Valley Sanitary Landfill. The temporary generation of construction debris would not permanently affect the long-term landfill capacity. The Proposed Project will generate minimal domestic waste during operations. The Proposed Project is an acceptable use within the Commercial land use category upon approval of a Development Permit and would not result in a significant impact to an existing landfill capacity that was not anticipated by the General Plan. The Proposed Project is anticipated to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- e) **Less than Significant Impact.** During construction, the Proposed Project would comply with the City of San Bernardino waste reduction programs, including recycling and other diversion programs to divert the amount of solid waste disposed of in landfills. Materials that are not recycled in compliance with the Integrated Waste Management Act (AB 939) are taken to one of two regional landfills in the valley (San Timoteo: permitted until 2026 or Mid-Valley: permitted until 2033). Post-construction activities at the Project Site are not anticipated to result in a significant amount of solid waste generation. The Proposed Project would comply with all applicable solid waste statutes and regulations. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

| | Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|---|--------------------------------------|---|-------------------------------------|-------------------------------------|
| XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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 ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion:

- a) **No Impact.** The Project Site does not contain any emergency facilities. The City of San Bernardino General Plan does not identify the Project Site or the vicinity as an emergency evacuation area. Further, the Project Site is not within a Fire Hazard Severity Zone in a State Responsibility Area, as mapped April 1, 2024.³⁹ During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles and develop a construction detour plan as required by the City. The Proposed Project would not impair an adopted emergency response plan or emergency evacuation plan; therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- b) **Less Than Significant Impact.** The Project Site is primarily flat, and construction of the Proposed Project would include demolition and pre-construction grading. The Project Site is located within a predominantly developed region with no wildlands located on or adjacent to the Project Site. Typically, wildland fire hazards are of concern where development is adjacent to wildland areas. As shown in Figure S-9 “Fire Hazards Areas” of the City of San Bernardino General Plan, the Project Site is not identified in an area of risk for fire hazard.⁴⁰ The Project would also be required

³⁹ <https://experience.arcgis.com/experience/03beab8511814e79a0e4eabf0d3e7247/>

⁴⁰ City of San Bernardino General Plan, Figure S-9 “Fire Hazards Areas”
<http://www.sbcity.org/civicax/filebank/blobdload.aspx?blobid=26199>. Page 10-43

to adhere to the City of San Bernardino's General Plan, and Development Code. Additionally, the City of San Bernardino has engaged in a rigorous spring (May) and fall (October) Weed Abatement Program for the past 20 years. The Weed Abatement Program reduces the potential for vegetation fire during the annual windy season and also reduces blight caused by tumble weeds, recurrent growth and/or debris. Therefore, with the adherence to applicable City policies and regulations, the development of the Proposed Project would not be anticipated to exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Implementation of fire-resistant building materials, creating defensible spaces around homes, and establishing wildfire buffer zones, would help reduce the risk of wildfires spreading to communities. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Project Site is located on the north side of Foothill Boulevard and west of Macy Street. The Project Site is relatively flat. The implementation of the Proposed Project would reduce the risk of wildfires by eliminating the parcels' existing ruderal vegetation, and providing a paved foundation. Moreover, the Project Site is surrounded by vacant land and a single-family residential development to the north and a mobile home park development to the south (across Foothill Boulevard). The County Fire Marshal will review the final design prior to the issuance of development permits to ensure the mitigation of fire hazards and minimal impacts to the environment. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** According to Figure S-7: "Slope Stability and Major Landslides" of the City General Plan, the Project Site is located outside of a landslide potential hazard area. The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The Project Site and immediate vicinity are relatively flat with no prominent geologic features. Additionally, as shown in Figure S-9 "Fire Hazards Areas" of the City of San Bernardino General Plan, the Project Site is not identified in an area associated with risk of fire hazard.

Additionally, the Project Site is outside of the 500-year floodplain as identified in Figure S-1 "100-year Flood Plain" of the City of San Bernardino's General Plan. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Map Number 06071C8676J and 06071C8677J) identifies the Project Site within Zone X, which is defined as areas of 0.2 percent annual chance flood; areas of one percent annual chance flood with average depths of less than one-foot or with drainage areas less than one square-mile; and areas protected by levees from one percent annual chance flood. Implementation of the Proposed Project is not anticipated to impede or redirect flood flows within the 100-year flood zone.⁴¹ As stated in Section X(c) of this Initial Study, the Proposed Project is not anticipated to substantially alter the existing drainage pattern of the site or area, substantially increase the rate or amount of surface runoff, or impede or redirect potential flood flows. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No impacts are identified or anticipated, and no mitigation measures are required.

⁴¹ Federal Emergency Management Agency Flood Map Service Center: Search by Address
<https://msc.fema.gov/portal/search?AddressQuery=san%20bernardino>. Accessed April 24, 2024.

| | | | |
|--------------------------------------|---|------------------------------------|--------------|
| Potentially Significant Impact | Less Than Significant With Mitigation Incorporation | Less Than Significant Impact | No Impact |
|--------------------------------------|---|------------------------------------|--------------|

XIX. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Discussion:

- a) **Less than Significant Impact.** As stated in Section IV, a portion of the Project Site contains Delhi fine sand which can support habitat for the federally endangered Delhi Sands flower-loving fly. A General Biological Assessment dated April 16, 2020, and a focused Habitat Survey dated November 15, 2020, were prepared for the Project Site by Powell Environmental Consultants and reviewed in May 2022 site visits to determine whether site conditions or species listings changed. The 2020 and June 2022 reports covered sensitive species habitat potential on the entire project site, a portion of which contains Delhi fine sand. However, updated reports were required to once again ensure that the site conditions and species listings have not fluctuated within the Project Site. Therefore, a Focused Survey for the Delhi Sands flower-loving fly was conducted on the Delhi Sands Soil area of the Project Site on October 6, 2023, and updated on February 8, 2024, and October 6, 2024, by Powell Environmental Consultants which are included along with the June 9, 2022, summarized herein and included as appendices B-1, B-2, B-3, B-4, B-5, and B-6.

The studies concluded that there was not enough Delhi fine sand (Db) habitat acreage within the site to support the Delhi Sands flower-loving Fly. There were no other rare or sensitive animals observed upon the property during the field surveys. However, several trees occur on the Project Site and therefore the Site could potentially provide habitat to support nesting birds. Adherence to Mitigation Measure BIO-1 would ensure impacts associated with nesting birds would be less than significant with mitigation.

A Phase I Cultural Resources Investigation dated December 23, 2020, was prepared for Assessor's Parcel Numbers (APNs): 0142-041-09, 10, 11, 17, 18, 20, 21, 32, 33, 34, 37 and 44 by McKenna et.al. (Appendix C-1). McKenna's investigation found that there was a possibility of historical and archeological resources to be present within the Project Site. The Lytle Creek Wash, a major freshwater resource traversing the area, and the findings of the Native American Heritage Commission that the area is sensitive for sacred and/or religious Native American resources. McKenna identified the Project Site as "Moderate" for prehistoric archaeological resources. Additionally, the Project Site is situated along Foothill Boulevard, which is documented as a segment of the National Register of Historic Places (NRHP)-listed National Old Trails Highway/United States Route 66 (Route 66). Therefore, mitigation measures CUL-1, CUL-2, and CUL-3, would be required to result in a less than significant impact.

Additionally, an updated Historical Structures Analysis dated February 12, 2024, was prepared for APNs: 0142-521-01, -02, and -03 by BFSA Environmental Services (Appendix C-2). BFSA's archeological record search indicated that the primary historic resources would be tied to the historic built environment which included Route 66.

BFSA's study also concluded that the two existing structures on the Project Site as not eligible for the California Register of Historical Resources (CRHR). Although the development of both commercial properties can be tied to the historic development and use of U.S. Route 66, they do not possess the necessary integrity to elevate them to a level of significance under this association. Further, neither property is associated with significant individuals, significant architectural examples, or is able to provide more information with regards to the history the history of San Bernardino, Route 66, or the state of California. Therefore, to avoid potential significant adverse impacts, the Proposed Project would be required to adhere to Mitigation Measure's CR-1 to CR-3.

- b) **Less than Significant Impact.** Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

As concluded in the Transportation Impact Analysis, the Proposed Project would not result in a significant impact to traffic and would not be cumulatively considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Similarly, the pollutant emissions from the Proposed Project are below SCAQMD thresholds and therefore, the Proposed Project would be in compliance SCAQMD's AQMP. In addition, greenhouse gas emissions from the Proposed Project are below thresholds. Therefore, air quality and greenhouse gas impacts would not be cumulatively considerable.

Although cumulative impacts are always possible, by incorporating all mitigation measures outlined herein, as part of approving the Proposed Project, would reduce the Project's contribution to any such cumulative impacts to levels that are not cumulatively considerable. Additionally, mitigation measures have been adopted by the City of San Bernardino for buildout of the General Plan, Therefore, with the incorporation of mitigation identified in this document, the Project would result in individually limited, but not cumulatively considerable, impacts. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** As presented in this Initial Study, the development of the Project as proposed would not cause adverse impacts on humans, either directly or indirectly. The Project Site is not located in an area that is susceptible to significant geologic hazards. The Project Site would not be anticipated to pose any hazardous effects to the surrounding region, nor to the future inhabitants of the proposed residential development. In addition, no significant impacts from project-related construction or operational noise were identified. Therefore, implementation of the Proposed Project would not have environmental effects that would cause substantial adverse effects on human beings. At a minimum, the Project will be required to meet the conditions of approval for the Project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction or operational activities authorized by the Project approval. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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19. McKenna et al. A Phase I Cultural Resources Investigation of the Proposed Nassir Truck Terminal Project Area on Foothill Blvd. in San Bernardino, San Bernardino County, California. December 23, 2020. (Appendix C-1)
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21. Powell Environmental Consultants. Habitat Survey for the Delhi Sand flower-loving Fly at the 2470 Foothill Blvd., 2506 Foothill Blvd., and 2512 Foothill Blvd. sites in San Bernardino, California. November 15, 2020. (Appendix B-2)
22. Powell Environmental Consultants. Habitat Survey at the 2410 Foothill Blvd., 2470 Foothill Blvd., 2506 Foothill Blvd., and 2512 Foothill Blvd., sites in San Bernardino, California. June 9, 2022. (Appendix B-3)
23. Powell Environmental Consultants. 2410 Foothill Boulevard Site in San Bernardino, California. Focused Survey for the Delhi Sands flower-loving Fly. October 6, 2023. (Appendix B-4)
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