San Bernardino County Department of Public Works - Special Districts

Camp Switzerland Lift Station Project

Initial Study/Mitigated Negative Declaration

May 2024

Prepared By:

Kimley-Horn and Associates, Inc.
3801 University Avenue, Suite 300
Riverside, CA 92501

Kimley»Horn

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1.0 INTRODUCTION & PURPOSE

1.1 Purpose and Scope of the Initial Study

In accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.) and its Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.), this Initial Study (IS) was prepared by Kimley-Horn and Associates for San Bernardino County (County) to evaluate the potential environmental effects associated with the development of the San Bernardino County Special Districts Camp Switzerland Lift Station Project (Project). Pursuant to Section 15367 of the State CEQA Guidelines, the County is the lead agency for the Project. The County, as the lead agency, has the principal responsibility for approving the Project.

As noted in State CEQA Guidelines Section 10570, an Initial Study leading to a Mitigated Negative Declaration (IS/MND) can be prepared when the Initial Study has identified potentially significant environmental impacts but revisions have been made to a project, prior to public review of the Initial Study, that would avoid or mitigate the impacts to a level considered less than significant, and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

1.2 Summary of Findings

Section 3.0, Initial Checklist, of this IS/MND contains the Environmental Checklist Form that was prepared for the Project pursuant to CEQA requirements. The Environmental Checklist Form indicates that the proposed Project would not result in significant impacts with the implementation of mitigation measures, as identified where applicable throughout this document.

1.3 Initial Study Public Review Process

The IS and a Notice of Intent to adopt an MND will be distributed to responsible and trustee agencies, other affected agencies, and other interested parties for a 20-day public review period. Written comments regarding this MND should be addressed to:

After the 20-day public review period, any comments submitting during the public review period will be considered and addressed prior to adoption of the MND by the County.

1.4 Report Organization

This document has been organized into the following sections:

Section 1.0 – Introduction. This section provides an introduction and overview describing the conclusions of the Initial Study.

Section 2.0 – Project Description. This section identifies key project characteristics and includes a list of anticipated discretionary actions.

Section 3.0 – Initial Study Checklist. The Environmental Checklist Form provides an overview of the potential impacts that may or may not result from project implementation.

Section 4.0 – Environmental Evaluation. This section contains an analysis of environmental impacts identified in the environmental checklist.

Section 5.0 – References. The section identifies resources used to prepare the Initial Study.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Project Background, Location, and Setting

Project Background

The Project proposes the construction and operation of a sewer lift station to collect and discharge wastewater from the surrounding area to the near-by sewer system that is owned and operated by Crestline Sanitation District (CSD).

Project Location

The Project site is located along Houston Drive, County of San Bernardino (County), California. The Project transects , on two development Assessor Parcel Numbers (APNs) 0337-141-05 and 0337-141-10; and one public right of way parcel APN 0337-141-13.[1] The Project site is located in the unincorporated community of Crestline. Additionally, the Project is generally located in the southwestern portion of the County, approximately 1.39 miles northeast of State Route 18 (SR 18), and 1.43 miles east of State Route 138 (SR 138), north of Lake Drive, east of Houston Drive, and west of Edelweiss Drive. Refer to **Exhibit 1: Regional Location Map**.

Local access is provided via Houston Drive from the northeast section of the Project site and extends to Lake Drive south of the Project site. Additionally, a dirt-paved access road that will provide access to the Project from Edelweiss Drive, southwest of the Project site, and from Houston Drive, northeast of the Project site. Refer to **Exhibit 2: Local Vicinity Map**.

Project Setting, Land Use, and Zoning Designation

The Project consists of a sewer station and pipeline that is approximately 566.56 feet long and extends through the Project site along three parcels, APNs 0337-141-13, 0337-141-05, and 0337-141-10, as previously discussed. The Project site is undeveloped and designated for rural living. Adjacent land uses to the east and west include low-density residential; land uses to the north include open space; land use to the south includes commercial uses and open space. The closest neighborhood to the Project site is located to the west. The Project site is also bound by Houston Drive to the west, Edelweiss Drive to the southeast, and Lake Drive to the South. The Project site contains general north to south slopes and is approximately 4,400 to 4,490 feet (ft) above mean sea level (MSL).[2] The Project site is located within the Mountain Region of the County, which consists mainly of the San Bernardino and San Gabriel Mountain ranges.[3]

The Project site is zoned as Crest Forest/Rural Living-5 Acre Minimum (CF/RL-5) within San Bernardino County.[4] According to the Crest Forest Community Plan (Community Plan), the total acreage of the

[1] County of San Bernardino. ND. *Public San Bernardino County Map Viewer*. https://sbcounty.maps.arcgis.com/apps/MapSeries/index.html?appid=f5a50c44766b4c36a3ae014497aa430d. (accessed January 2024).
[2] Kimley-Horn. 2024. *Camp Switzerland Sewer Lift Station, APN: 033714105,* page 9.
[3] County of San Bernardino. 2022. *Countywide Plan*. https://countywideplan.com/wp-content/uploads/sites/68/2021/01/CWP_PolicyPlan_HardCopy_MainText_Tables_2022_Sept_Adopted.pdf?x23421. (accessed January 2024).
[4] County of San Bernardino. ND. *Public San Bernardino County Map Viewer*. https://sbcounty.maps.arcgis.com/apps/MapSeries/index.html?appid=f5a50c44766b4c36a3ae014497aa430d. (accessed January 2024).

CF/RL-5 zoning designation includes 1,667 acres, or 31 percent of the total land area.[5] **Table 2.1: Existing Land Uses and Zoning Designations**, summarizes the on-site and surrounding areas land use and zoning designations congruent with the County of San Bernardino Countywide Plan (Countywide Plan) and Municipal Code (San Bernardino MC).

Table 2.1: Existing Land Uses and Zoning Designations

Location	Existing Land Use Designation	Existing Zoning Designation	Existing Use
Project Site	Rural Living (RL)	Crest Forest/Rural Living-5 Acre Minimum (CF/RL-5)	Undeveloped Crest forest land.
North	Public Facility (PF) Open Space (OS)	Crest Forest/Resource Conservation (CF/RC)	Crestline Sanitation District and Undeveloped Crest forest.
South	Commercial ©	Crest Forest/Service Commercial (CF/CS)	Crestline Sanitation District and San Bernardino County Fire Station 29
East	Rural Living and Low Density Residential (LDR)	Crest Forest/Rural Living-5 Acre Minimum (CF/RL-5) and Crest Forest/Single Residential – 14,000 square feet minimum (CF/RS-14M)	Undeveloped Crest forest land and Single-Family Residential neighborhood.
West	Rural Living and Low Density Residential (LDR)	Crest Forest/Rural Living-5 Acre Minimum (CF/RL-5) and Crest Forest/Single Residential – 14,000 square feet minimum (CF/RS-14M)	Undeveloped Crest forest land and Single-Family Residential neighborhood.

Source: San Bernardino County. ND. Public San Bernardino County Map Viewer. https://sbcounty.maps.arcgis.com/apps/MapSeries/index.html?appid=f5a50c44766b4c36a3ae014497aa430d.
San Bernardino County. 2020. LU-1 Land Use Map. https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2.

2.2 Proposed Project Characteristics

The Project proposes a 566.56-foot-long sewer station and pipeline that would be located underground and run from the southwest to the northeast of the Project site. The Project would connect the valve vault to the discharge manhole to CSD. The Project would also require an electrical conduit to be built underground along with the pipeline. The electrical conduit would extend from Houston Drive to the end of a dirt road approximately 500 feet northwest from Edelweiss Drive. The Project pipeline and connecting structures, along with the electrical conduit, are owned and operated by the Project applicant. Refer to **Exhibit 3: Overall Site Plan**.

Site Access

Site access for the Project is provided from Edelweiss Drive southwest of the Project site, and from Houston Drive northeast and south of the Project site, as mentioned previously. The Project would not provide parking spaces.

[5] County of San Bernardino. 2007. *Crest Forest Community Plan*; Table 1. https://www.sbcounty.gov/uploads/lus/communityplans/crestforestcp.pdf. (accessed January 2024).

Permits and Approvals

According to the Countywide Plan, the County maintains a regional flood control system for the entire County and coordinates local flood management for the unincorporated areas. The County has limited responsibilities for public water systems and public sewer systems in unincorporated areas, but the County is responsible for regulating small public water systems, permitting wells and septic systems countywide.[6]

[6] County of San Bernardino. 2020. *San Bernardino County Countywide Plan*, page 19. https://countywideplan.com/wp-content/uploads/sites/68/2021/01/CWP_PolicyPlan_HardCopy_MainText_Tables_2022_Sept_Adopted.pdf?x23421. (accessed January 2024).

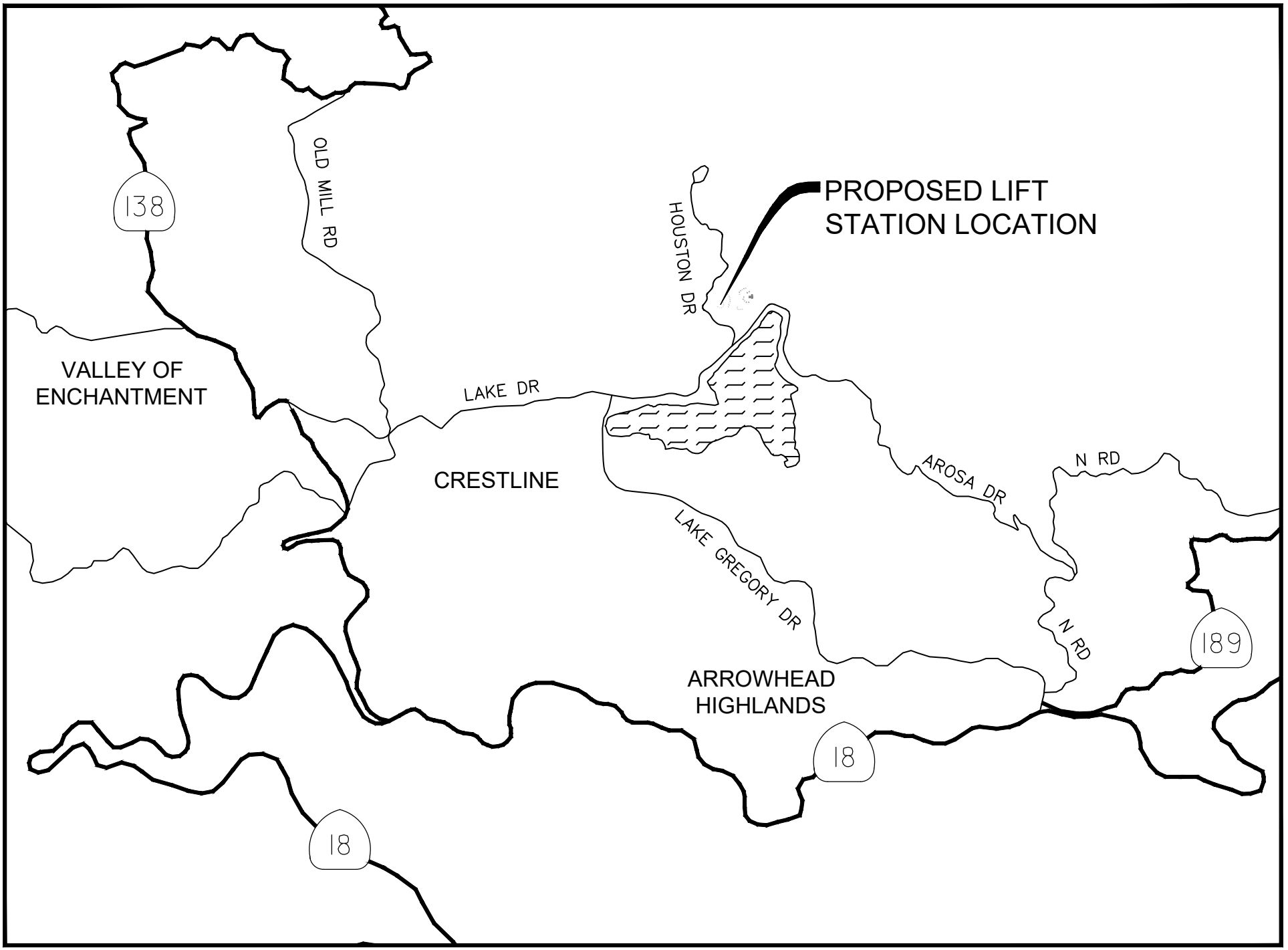

Exhibit 1: Regional Location Map
Camp Switzerland Lift Station Project

Not to scale

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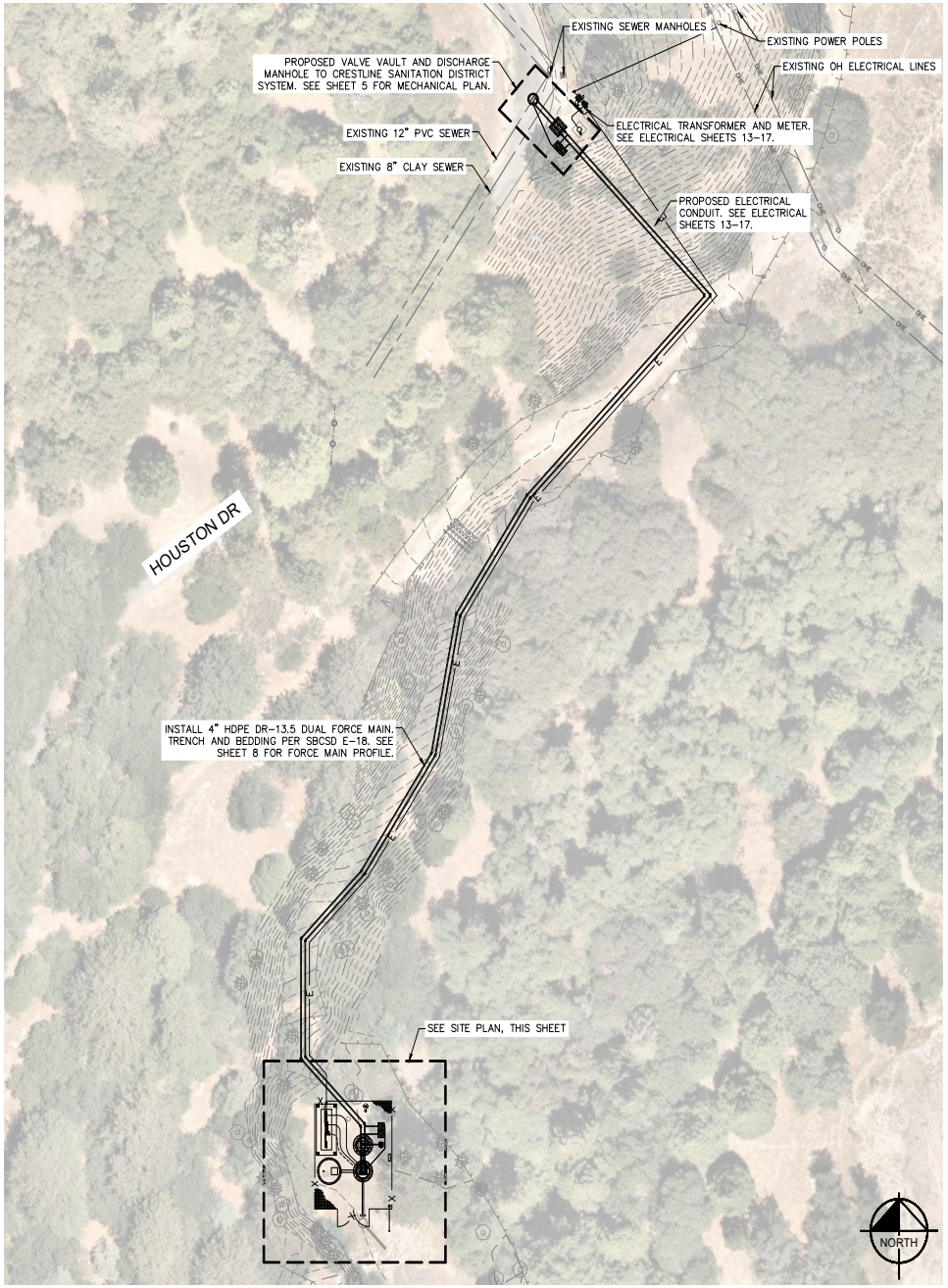
Exhibit 2: Local Vicinity Map
Camp Switzerland Lift Station Project

Not to scale

Kimley»Horn



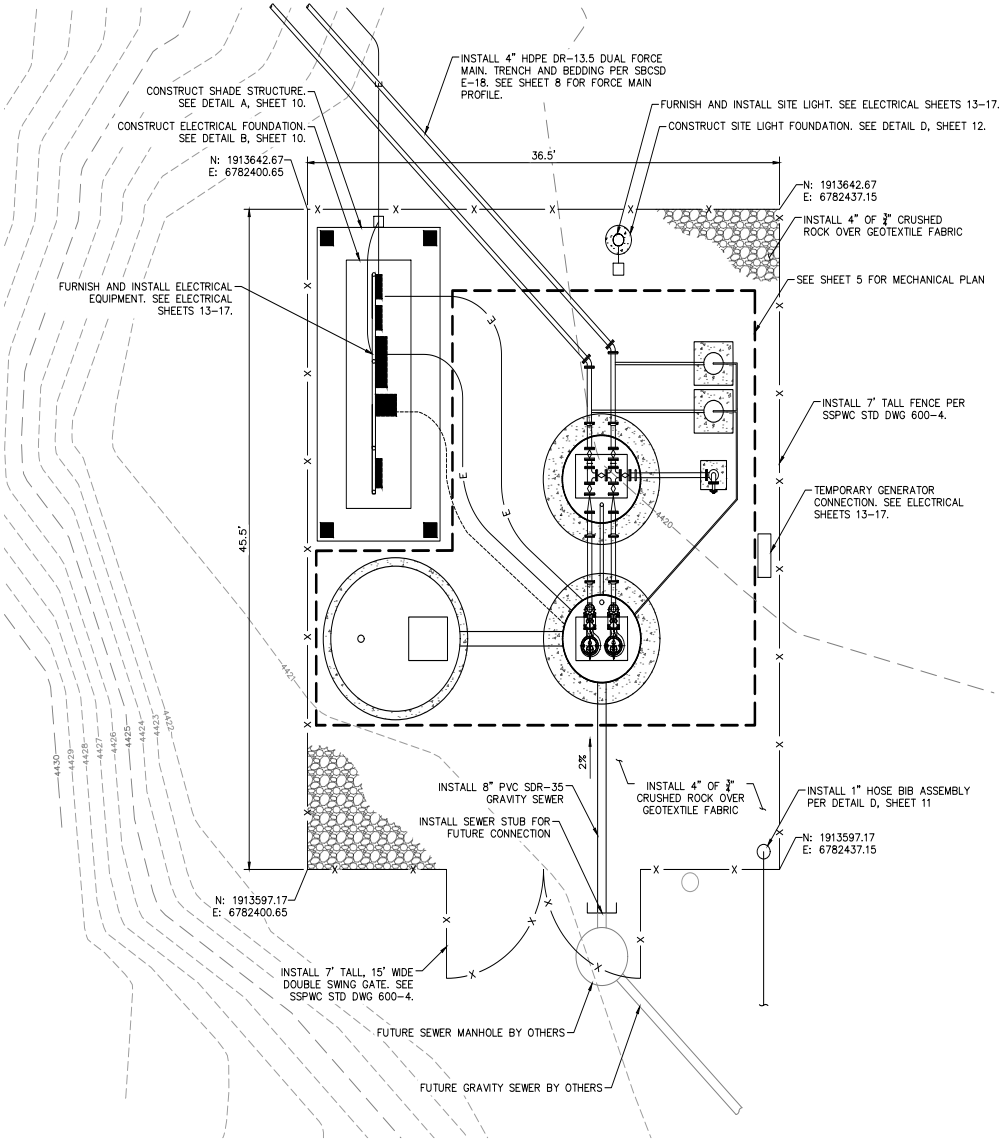


Exhibit 3: Overall Site Plan

Camp Switzerland Lift Station Project

Not to scale

Kimley»Horn

3.0 INITIAL STUDY CHECKLIST

1. **Project title:**

   San Bernardino County Special Districts Camp Switzerland Lift Station Project

2. **Lead agency name and address:**

   San Bernardino County Department of Public Works - Special Districts
   222 West Hospitality Lane, Second Floor
   San Bernardino, CA 92415

3. **Contact person and phone number:**

   Deanna Lestina
   (909) 386-8825

4. **Project location:**

   APNs **033714110, 033714105, 033714113**

5. **Project sponsor's name and address:**

   San Bernardino County Department of Public Works - Special Districts
   222 West Hospitality Lane, Second Floor
   San Bernardino, CA 92415

6. **General plan designation:**

   Current: Rural Living (RL)
   Proposed: No Change

7. **Zoning:**

   Current: Crest Forest/Rural Living (CF/RL-5)
   Proposed: No Change

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 features necessary for its implementation. Attach additional sheets if necessary.)**

   The Project proposes the construction and operation of a sewer lift station to collect and discharge wastewater from the surrounding area to the near-by sewer system that is owned and operated by the CSD.

9. **Surrounding land uses and setting: Briefly describe the project's surroundings:**

   The Project site is surrounded by Crest forestland and the CSD Houston Creek Treatment Plant to the north, Crestline Sanitation District and San Bernardino County Fire Station 29 to the south, and undeveloped Crest forest land and Single-Family Residential neighborhoods to the east and west.

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

Approval of the Initial Study/Mitigated Negative Declaration may require approval from the California Department of Fish and Wildlife, California Department of Planning and Research, Regional Water Quality Control Board, and the Army Corps of Engineers.

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 confidentiality, etc.?

In April 2024, the County initiated AB 52 tribal consultation with tribes listed as interested tribes b the Native American Heritage Commission (NAHC). Upon requesting consultation from the listed tribes, the County received a request for consultation with the Yuhaaviatam of San Manuel Nation (YSMN) about the Project on December 14, 2023. The YSMN determined that the tribe had no significant concerns about the Project but identified appropriate mitigation measures to be included as part of Project implementation and requested to be included on all Project noticing. Refer to **Tribal Cultural Resources** of this document for additional information. Consultation with the YSMN concluded on April 10, 2024.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Environmental Factors Potentially Affected

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

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

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

BV

Digitally signed by Byanka Velasco
DN: C=US, E=byanka.velasco@dpw.sbcounty.gov, O=Department of Public Works, OU=Special Districts, CN=Byanka Velasco
Date: 2024.05.20 09:58:55-07'00'

Signature Date

Environmental Factors Potentially Affected

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

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

DETERMINATION:

On the basis of this initial evaluation (check one):

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

CERTIFICATION:

Signature Date

4.0 ENVIRONMENTAL ANALYSIS

Aesthetics

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1.	**AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:**				
a)	Have a substantial adverse effect on a scenic vista?				X
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?				X
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?			X	
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

a) Have a substantial adverse effect on a scenic vista?

No Impact. The Project site is located within the Mountain Region of the County, which consists mainly of the San Bernardino and San Gabriel Mountain ranges.[7] Scenic vistas within the Mountain Region, include views of mountains, prominent ridgelines, forested landscapes, and lakes.[8] The Project proposes the construction and operation of a sewer lift station to collect and discharge wastewater from the surrounding area to the near-by sewer system that is owned and operated by CSD. The Project site is designated Rural Living (RL), the land surrounding the Project site is designated for low density residential (LDR) and open space (OS).[9] The proposed pipeline would be located between two (2) to six (6) feet underground, while the lift station and associated equipment would be sheltered above ground.[10] In addition, the electric conduit would be placed underground at a 30 inch minimum below the finish grade and would run along the lift station and pipeline.[11] The Project would also include the installation of an antenna tower on the northern portion of the

[7] Placeworks. 2019. *Draft EIR San Bernardino Countywide Plan – Aesthetics*. Pg. 5.1-3. Available at: https://countywideplan.com/resources/document-download/ (accessed September 2023).
[8] Placeworks. 2019. *Draft EIR San Bernardino Countywide Plan – Aesthetics*. Pg. 5.1-6. Available at: https://countywideplan.com/resources/document-download/ (accessed September 2023).
[9] San Bernardino County Bureau of Land Management. (2020). *LU-1 Land Use Map.* Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2 (accessed September 2023).
[10] Kimley-Horn. 2024. *Camp Switzerland and Sewer Lift Station APN: 033714105*, page 8.
[11] Ibid, page 16.

Project. The proposed antenna tower would be approximately 31 feet above grade which would be within the allowed maximum height of 35 feet per San Bernardino MC §82.04.060.[12] Therefore, views of Lake Gregory and the surrounding mountains would not be affected since the some of the Project components would be installed underground and any aboveground improvements would adhere to the County's General Plan and Municipal Code development standards. Therefore, there would be no impacts associated with a scenic vista.

b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. According to the California Department of Transportation (Caltrans) State Scenic Highway System Map, there are no officially designated state scenic highways near the proposed Project site.[13] The closest eligible state scenic highway is located approximately 1.5 miles west of the Project site, State Route 138 (SR-138). The closest officially designated state scenic highway is located approximately 17.7 miles southeast of the Project site, State Route 38 (SR-38). Therefore, development of the Project would not affect scenic resources within a state scenic highway and no impact would occur.

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?

Less Than Significant Impact. The Project site is designated rural living. The land to the west and east of the Project site is designated low density residential, the land to the north is designated open space, and to the south is land designated open space and commercial.[14] The Project would consist of a wastewater lift station to the nearby CSD facility, it is not anticipated that the Project would create a significant change in the surrounding area's scenic quality. Therefore, a less than significant impact would occur.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less than Significant Impact. Existing sources of light and glare includes street lighting, light and glare from the existing and surrounding residential and commercial buildings. The Project would introduce temporary lighting during construction. However, lighting would be shielded to prevent light trespass to the adjacent residential properties and members of the public who may be traveling on adjacent roads or right-of-ways as described in the San Bernardino MC.[15] New sources of permanent light would be installed for the lift station. As with construction lighting, the permanent light shall be shielded to prevent light trespass onto adjacent properties and roadways as described

[12] San Bernardino County. 2014. *San Bernardino County Development Code, Chapter 84.27, page 4-148.* Available at: https://www.sbcounty.gov/uploads/lus/DevelopmentCode/2007_Development_Code_14-04-24.pdf. (accessed April 2024).
[13] Caltrans. 2018. *State Scenic Highway System Map.* Available at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed January 2024).
[14] San Bernardino County Bureau of Land Management. 2020. *LU-1 Land Use Map.* https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2. (accessed January 2024).
[15] San Bernardino County. 2014. *San Bernardino County Development Code, Chapter 83.07, page 3-66.* Available at: https://www.sbcounty.gov/uploads/lus/DevelopmentCode/2007_Development_Code_14-04-24.pdf. (accessed April 2024).

in the San Bernardino MC. Therefore, adverse effects associated with the creation of light and glare would be less than significant.

Cumulative Impacts

Aesthetic impacts related to scenic views, scenic quality, and light and glare are generally site-specific. As concluded in Thresholds 1(a) through 1(d), the Project's potential aesthetic impacts related to aesthetic resources would be less than significant. Consistent with the Project, each cumulative development would be subject to compliance with applicable state and local development standards, and guidelines to minimize aesthetic-related impacts. Therefore, the Project's aesthetic related impacts are not expected to be cumulatively considerable.

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
2.	**AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:**				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d)	Result in the loss of forest land or conversion of forest land to non-forest use?				X
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?				X

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section

4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

d) Result in the loss of forest land or conversion of forest land to non-forest use?

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact (a-e). The California Department of Conservation's (DOC) Farmland Mapping and Monitoring Program does not designate the Project site as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[16] Additionally, the only mapped important farmland in the Mountain Region is located in the Oak Glen Community Planning Area (CPA).[17] Therefore, the Project site does not meet the definition of lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site is also not subject to a Williamson Act Contract. The Williamson Act lands in the Mountain Region are in the Oak Glen CPA and south of the Crest Forest CPA.[18] Additionally, the Project site is zoned in for Crest Forest/Rural Living and is not zoned for forest uses such as timberland production; the Project would not result in conversion or lost of forest land to non-forest uses based on the existing zoning designation and land uses identified in the County's General Plan. Therefore, the Project would not propose changes in the existing environment that would convert agricultural or forestry resources to non-agricultural uses or non-forest uses. No impacts would occur.

Cumulative Impacts

As noted above, the Project would generate no impacts to agricultural and forestry resources within the Project site and to surrounding areas. The Project site is not designated as important farmland nor is it subject to the Williamson Act Contract. As described above, the Williamson Act lands in the surrounding area have been identified and were not determined to be impacted by Project implementation. Additionally, the Project site is also not designated for timberland product or solely for forest uses. As such, the Project would not result in a cumulatively significant impact to agricultural and forestry resources.

[16] DOC. (2019). *Farmland Mapping and Monitoring Program – Important Farmland Finder*. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed September 2023).
[17] Placeworks. 2019. Draft EIR San Bernardino Countywide Plan – Section 5.2 Agriculture and Forestry Resources. Pg. 5.2-5. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-02-AG.pdf (accessed September 2023).
[18] Placeworks. 2019. Draft EIR San Bernardino Countywide Plan – Section 5.2 Agriculture and Forestry Resources. Pg. 5.2-22. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-02-AG.pdf (accessed September 2023).

Air Quality

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
3.	**AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:**				
a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c)	Expose sensitive receptors to substantial pollutant concentrations?			X	
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?			X	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As part of its enforcement responsibilities, the United States Environmental Protection Agency (U.S. EPA) requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the National Ambient Air Quality Standards (NAAQS). The SIP must integrate federal, State, and local plan components and regulations to identify specific measures to reduce pollution in nonattainment areas, using a combination of performance standards and market-based programs. Similarly, under State law, the California Clean Air Act (CCAA) requires an air quality attainment plan to be prepared for areas designated as nonattainment regarding the California Ambient Air Quality Standards (CAAQS) and NAAQS. Air quality attainment plans outline emissions limits and control measures to achieve and maintain these standards by the earliest practical date.

The Project is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce emissions of criteria pollutants for which the SCAB is in nonattainment. To reduce such emissions, the SCAQMD drafted the 2022 Air Quality Management Plan (AQMP) which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving CAAQS and NAAQS. The 2022 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the U.S. EPA. The plan's pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

(RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project is subject to the SCAQMD's AQMP.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- **Consistency Criterion No. 1:** The Project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The Project will not exceed the assumptions in the AQMP, or increments based on the years of the Project build-out phase.

According to the SCAQMD's CEQA Air Quality Handbook, the purpose of the consistency finding is to determine if a project is inconsistent with the assumptions and objectives of the regional air quality plans, and thus if it would interfere with the region's ability to comply with CAAQS and NAAQS.

The violations to which Consistency Criterion No. 1 refers are the CAAQS and NAAQS. As shown in **Table 4.1: Construction-Related Emissions**, the Project would not exceed construction emission standards. As shown in **Table 4.2: Operational Emissions**, the Project would not exceed operational emission standards. Therefore, the Project would not contribute to an existing air quality violation. Thus, the Project would be consistent with the first criterion.

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts, and SCAG's growth forecasts were defined in consultation with local governments and with reference to local general plans. The Project would install sewer infrastructure and would not require a General Plan Amendment (GPA) or a Zone Change and the project would be consistent with the land uses planned for the site. As such, the Project would not result in substantial unplanned growth or unaccounted for growth in the Countywide Plan or job growth projections used by the SCAQMD to develop the AQMP. Thus, a less than significant impact would occur as the Project is also consistent with the second criterion.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact.

Construction. Project construction activities would generate temporary emissions of criteria air pollutants. The criteria pollutants of primary concern within the Project area are ozone (O_3) precursor pollutants (i.e., Reactive Organic Gases [ROG] and nitrogen oxides [NO_X]), particulate matter 10 microns in diameter or greater (PM_{10}), and particulate matter 2.5 microns in diameter or greater ($PM_{2.5}$). Construction-related emissions are of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Temporary construction emissions occur from site grading, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water. Fugitive dust emissions may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the Project vicinity. Uncontrolled dust from construction can become a nuisance and potential health hazard to those living and working nearby.

The Project's construction emissions were calculated using the CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements. Project construction will occur in three phases: site preparation, grading, and building construction. Site preparation will include clearing and grubbing to prepare the site for construction, this phase is anticipated to take one month. The grading and construction phases will include grading the site, trenching for sewer and electrical lines, excavating for the lift station, and construction of the lift station, these activities will occur simultaneously at different locations on the Project site. The grading and construction phases are anticipated to take 11 months. Refer to the Air Quality Modeling Data provided within **Appendix A** for more information regarding the construction assumptions used in this analysis. Predicted maximum daily construction-generated emissions for the Project are summarized in in **Table 4.1: Construction-Related Emissions**.

Table 4.1: Construction-Related Emissions

Construction Year	Maximum Pounds Per Day[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
2025	2.1	19.5	23.4	0.04	6.9	3.5
2026	1.6	14.1	17.1	0.03	6.0	3.2
SCAQMD Threshold	*75*	*100*	*550*	*150*	*150*	*55*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
1. SCAQMD Rule 403 Fugitive Dust applied. The Rule 403 reduction/credits include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.						
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.						

SCAQMD Rules 402 and 403 (prohibition of nuisances, watering of inactive and perimeter areas, track out requirements, etc.), are applicable to the Project and were applied in CalEEMod to minimize fugitive dust emissions.

As shown in **Table 4.1**, construction emissions would not exceed the SCAQMD thresholds for any criteria pollutants. As a result, impacts would be less than significant.

Operations. Following the construction of the Project, activities on site would be limited to routine maintenance of the facility. Project operational emissions would be attributed to maintenance activities (area source emissions) and vehicle trips (mobile emissions). The lift pumps would use electric motors and therefore would not generate criteria pollutants. The Project does not include

any habitable structures, therefore operational emissions would be minimal. The Project site is approximately 0.44 miles from the Crestline Sanitation District facility, using an existing service road. It was assumed that a maintenance crew would visit the site once a month, generating one round trip per month. During emergency power outages, battery packs would provide temporary power to the pumps. CalEEMod version 2022 was used to calculate emissions based on land use and the number of trips generated.

Table 4.2: Operational Emissions illustrates the operational emissions from the Project. As shown in **Table 4.2**, Project emissions would not exceed SCAQMD thresholds for any criteria pollutants. As such, the Project would not violate any air quality standards or contribute substantially to an existing air quality violation. Therefore, regional operations would result in a less than significant long-term regional quality impact.

Table 4.2: Operational Emissions

Construction Year	Maximum Pounds Per Day[1]					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Unmitigated Emissions						
Area Source Emissions	0.09	0.001	0.12	<0.001	0.0002	0.0002
Energy Emissions	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Emissions	0.001	0.001	0.004	<0.001	0.0003	0.0001
Total Emissions	**0.091**	**0.002**	**0.124**	<0.001	**0.0005**	**0.0003**
SCAQMD Threshold	*55*	*55*	*550*	*150*	*150*	*55*
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
ROG = Reactive Organic Gases; NO_X = Nitrogen Oxides; CO = Carbon Monoxide; SO_2 = Sulfur Dioxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less						
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.						

Plans, Programs, and Policies

Existing requirements based on local, state, or federal regulations or laws are frequently required independently of CEQA review. Typical requirements include compliance with the provisions of the Building Code, California Green Building Standards Code (CalGreen Code), local municipal code, SCAQMD Rules, etc. Because Plans, Programs, and Policies (PPP) are neither Project specific nor a result of development of the Project, they are not considered to be project design features or Mitigation Measures.

PPP-1 Prior to the issuance of grading permits, the County Engineer shall confirm that the Grading Plan, Building Plans and Specifications require all construction contractors to comply with South Coast Air Quality Management District's (SCAQMD's) Rules 402 and 403 to minimize construction emissions of dust and particulates. The measures include, but are not limited to, the following:

- Portions of a construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized.

- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave a construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.

PPP-2 Require diesel powered construction equipment to turn off when not in use per Title 13 of the California Code of Regulations, Section 2449.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

Localized Construction Significance (LST) Analysis. To identify impacts to sensitive receptors, the SCAQMD recommends addressing LSTs for construction. LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with Project-specific emissions.

Since CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily soil disturbance activity possible for each piece of equipment, **Table 4.3: Equipment-Specific Grading Rates** is used to determine the maximum daily disturbed acreage for comparison to LSTs. The appropriate source receptor area (SRA) for the localized significance thresholds is the Central San Bernardino Mountains (SRA 37) since this area includes the Project. LSTs apply to NO_2, CO, PM_{10}, and $PM_{2.5}$. The SCAQMD produced look-up tables for projects that disturb areas less than or equal to 5 acres in size. Project construction is anticipated to disturb a maximum of 2.5 acres in a single day during the grading phase. As the LST guidance provides thresholds for projects disturbing 1-, 2-, and 5-acres in size and the thresholds increase with size of the site, the LSTs for a 2.5-acre area were interpolated and utilized for this analysis.

Table 4.3: Equipment-Specific Grading Rates

Construction Phase	Equipment	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Grading and Building Construction	Tractors	3	0.5	8	1.5
	Graders	1	0.5	8	0.5
	Dozers	1	0.5	8	0.5
	Scrapers	0	1	8	0
				Maximum Acres Graded per Day	**2.5**
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.					

The SCAQMD's methodology states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, only "on-site" emissions included in the CalEEMod outputs were considered. The nearest sensitive receptors to the Project are residential properties along Zermatt Drive, located approximately 512 feet (156 meters) to the west. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. Therefore, LSTs for receptors located at 156 meters were interpolated and utilized in this analysis. Table 4.4: Localized Significance of Construction Emissions, presents the results of localized emissions during construction. Table 4.4 shows that Project emissions of these pollutants on the peak day of construction would not exceed SCAQMD thresholds at the nearest sensitive receptor. Therefore, the Project would result in a less than significant impact concerning LSTs during construction.

Table 4.4: Localized Significance of Construction Emissions

Construction Activity	Maximum Pounds Per Day			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation	4.16	5.57	0.21	0.20
Grading	10.07	10.05	5.77	2.98
Building Construction	5.14	6.94	0.22	0.20
Combined Emissions from Overlapping Phases	15.21	16.99	5.99	3.18
SCAQMD Localized Screening Threshold (adjusted for 2.5 acres at 156 meters)	*147*	*2,374*	*58*	*20*
Exceed SCAQMD Threshold?	**No**	**No**	**No**	**No**
NO_X = Nitrogen Oxides; CO = Carbon Monoxide; PM_{10} = Particulate Matter 10 microns in diameter or less; $PM_{2.5}$ = Particulate Matter 2.5 microns in diameter or less				
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.				

Criteria Pollutant Health Impacts. On December 24, 2018, the California Supreme Court issued an opinion identifying the need to provide sufficient information connecting a project's air emissions to health impacts or explain why such information could not be ascertained (Sierra Club v. County of Fresno [Friant Ranch, L.P.] [2018] Cal.5th, Case No. S219783).

As previously discussed, localized effects of on-site Project emissions on nearby receptors for the Project would be less than significant (refer to **Table 4.4**). The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable state or federal ambient air quality standard. The LSTs were developed by the SCAQMD based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The ambient air quality standards establish the levels of air quality necessary, with an adequate margin of safety, to protect public health, including protecting the health of sensitive populations. As shown above, Project-related emissions would not exceed the regional thresholds or the LSTs, and therefore would not exceed the ambient air quality standards or cause an increase in the frequency or severity of existing violations of air quality standards. Therefore, sensitive receptors would not be exposed to criteria pollutant levels in excess of the health-based ambient air quality standards.

Diesel Particulate Matter. Exhaust from diesel engines contains a mixture of gases and solid particles. These solid particles are known as diesel particulate matter (DPM). DPM contains

hundreds of different chemicals, many of which are harmful to human health. During the site preparation phase of construction, diesel trucks hauling soil and other material would make approximately 22 one-way trips (refer to **Appendix A** for CalEEMod outputs). Based on CalEEMod estimates, diesel trucks transporting soil and materials to the site would generate approximately 0.0003 pounds per day of PM_{10} exhaust which is conservatively assumed to be entirely DPM emissions. Based on CalEnviroScreen 4.0 results, the Project is located in an area that falls within the 12th percentile for California in DPM emissions, meaning the Project is within the second lowest range reported 10-20. As such, the Project's emissions would represent a low incremental contribution to the background DPM concentrations.

The amount to which the receptors are exposed (a function of concentration and duration of exposure) is the primary factor used to determine health risk (i.e., potential exposure to toxic air contaminant emission levels that exceed applicable standards). Health-related risks associated with diesel-exhaust emissions are primarily linked to long-term exposure and the associated risk of contracting cancer. The use of diesel-powered construction equipment would be episodic and would occur throughout the Project site.

Section 2485 and Section 2449 of Title 13 of the CCR limits diesel-fueled motor vehicle idling to no more than five minutes. Section 2449 limits idling for off-road diesel-fueled fleets. Section 2485 limits idling for diesel-fueled commercial motor vehicles with gross vehicle weight ratings of greater than 10,000 pounds that are or must be licensed to operate on publicly maintained highways and streets within California. Project construction is subject to and would comply with California regulations limiting the idling of heavy-duty construction equipment to no more than five minutes which would further reduce nearby sensitive receptors' exposure to temporary and variable DPM emissions.

The duration of exposure would be short, and exhaust from construction equipment dissipates rapidly. Current models and methodologies for conducting health risk assessments are associated with longer-term exposure periods of 9, 30, and 70 years, which do not correlate well with the temporary and highly variable nature of construction activities.

Furthermore, SCAQMD's *Multiple Air Toxics Exposure Study* (MATES V) (August 2021) shows that carcinogenic risk from air toxics in the South Coast Air Basin, based on the average concentrations at the 10 monitoring sites, is approximately 40 percent lower than the monitored average in *MATES IV* (2015) and 84 percent lower than the average in MATES II (2000). The results of SCAQMD's ongoing research in air toxics shows that risk levels are decreasing despite development and vehicle traffic growth. This trend is expected to continue with the implementation of the various statewide policies focused on reducing mobile source emissions. Therefore, the temporary addition of 0.0003 pounds per day of DPM during the construction phase would result in a less than significant impact.

Carbon Monoxide Hotspots. An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection resulting from the Project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for

certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard.

The SCAB was re-designated as attainment in 2007 and is no longer addressed in the SCAQMD's AQMP. The 2003 AQMP is the most recent version that addresses CO concentrations. As part of the SCAQMD *CO Hotspot Analysis*, the Wilshire Boulevard and Veteran Avenue intersection, one of the most congested intersections in southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. This modeling effort identified a CO concentration high of 4.6 ppm, which is well below the 35-ppm Federal standard. The Project would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's *CO Hotspot Analysis*. Therefore, impacts would be less than significant.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?

Less Than Significant Impact.

Construction. Odors that could be generated by construction activities are required to follow SCAQMD Rule 402 to prevent odor nuisances on sensitive land uses. SCAQMD Rule 402, Nuisance, states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.*

Construction equipment emissions, such as diesel exhaust, and volatile organic compounds from architectural coatings and paving activities, may generate odors. However, these odors would be temporary, are not expected to affect a substantial number of people and would disperse rapidly. Therefore, Project construction activities would not result in objectionable odors that would adversely affect a substantial number of people and impacts would be less than significant.

Operations. The SCAQMD CEQA Air Quality Handbook identifies certain land uses as sources of odors. These land uses include agriculture (farming and livestock), wastewater treatment plants, food processing plants, chemical plants, composting facilities, refineries, landfills, dairies, and fiberglass molding.

The Project would install a wastewater lift station and pipeline which would not generate nuisance odors. While the Project may generate some odor through the transfer of wastewater to the treatment facility, odors are not anticipated to result in adverse effects to the surrounding area and residents. Further, despite being an improvement to wastewater conveyance the Project would not qualify as a wastewater treatment plant. Therefore impacts would be less than significant.

Cumulative Impacts

Cumulative Construction Impacts. The SCAB is designated nonattainment for O_3, PM_{10}, and $PM_{2.5}$ for the CAAQS and nonattainment for O_3 and $PM_{2.5}$ for the NAAQS. Appendix D of the SCAQMD White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution (2003) notes that projects that result in emissions that do not exceed the project specific SCAQMD regional thresholds of significance would likely result in a less than significant impact on a cumulative basis unless there is other pertinent information to the contrary. The mass-based regional significance thresholds published by the SCAQMD are designed to ensure compliance with both NAAQS and CAAQS and are based on an inventory of projected emissions in the SCAB. Therefore, if a project is estimated to result in emissions that do not exceed the thresholds, the project's contribution to the cumulative air quality impact in the SCAB would not be cumulatively considerable. As shown in Table 4.1 above, construction-related emissions would not exceed the SCAQMD significance thresholds for criteria pollutants. Therefore, the Proposed Project would not generate a cumulatively considerable contribution to air pollutant emissions during construction.

Cumulative Operational Impacts. The SCAQMD has not established separate significance thresholds for cumulative operational emissions. The nature of air emissions is largely a cumulative impact. As a result, no single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. Instead, individual project emissions contribute to existing cumulatively significant adverse air quality impacts. The SCAQMD developed the operational thresholds of significance based on the level above which individual project emissions would result in a cumulatively considerable contribution to the SCAB's existing air quality conditions. Therefore, a project that exceeds the SCAQMD operational thresholds would also be a cumulatively considerable contribution to a significant cumulative impact.

As shown in **Table 4.2** above, the Project's operational emissions would not exceed SCAQMD thresholds. As a result, operational emissions associated with the Project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts. A less than significant impact would occur in this regard.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
4. 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 U.S. Fish and Wildlife Service?		X		
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?			X	
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			X	
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?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
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?				X

A Biological Resources Assessment (BRA) was conducted for this Project by ELMT Consulting on February 2, 2024. The BRA included a literature review and field investigation to document all the biological resources within the Project footprint that may be impacted through Project implementation. Below is a summary of the findings and results of the BRA **(Appendix B**).

Vegetation

The Project site and adjacent terrain primarily support native plant communities supporting moderate to dense plant cover, with artificially barren and developed areas present. Natural plant communities that

may be impacted by Project implementation are generally consolidated to the periphery of the proposed location for the new lift station. The Project site supports two natural plant communities, mixed evergreen forest and mixed riparian forest. Additionally, the site supports two land cover types that would be classified as developed and disturbed. Refer to **Appendix B** for detailed descriptions of each type of plant community and land cover.

Wildlife

Fish

No hydrogeomorphic features that would provide suitable habitat for fish were observed within the Project site and none are expected to occur. Houston Creek flows adjacent to the eastern boundary of the proposed lift area and has the potential to support habitat for local fish species. Common fish species that may occur include the mosquitofish, tule perch, bluegill, largemouth bass, and rainbow trout.

Amphibians

The Project site and nearby portions of Houston Creek provide suitable habitat for local amphibian species. However, no amphibian species were observed on site. Common amphibian species that could occur within the Project site include California toad, ensatina, American bullfrog, California treefrog, and Baja California treefrog.

Reptiles

The Project site and surrounding areas provide suitable habitat for local reptilian species. However, no reptilian species were observed on the Project site. Common reptilian species that could occur on the Project site include southern rubber boa, San Bernardino ringneck snake, two-striped gartersnake, striped racer, and western fence lizard.

Birds

The Project site and surrounding areas provide suitable habitat for a variety of resident and seasonal avian species. Bird species detected during field observations include California scrub jay, great horned owl, red-tailed hawk, red-shouldered hawk, northern flicker, common raven, Steller's jay, acorn woodpecker, band-tailed pigeon, Nuttall's woodpecker, and mountain chickadee.

Mammals

The Project site provides suitable habitat for local mammalian species. Mammalian species detected during field observations include bobcat, striped skunk, California chipmunk, mule deer, racoon, and grey squirrel. Additional common mammal species that could be expected to occur include big brown bat, mouse-eared bats, San Bernardino flying squirrel, mountain lion, lodgepole chipmunk, Botta's pocket gopher, and American black bear.

Nesting Birds and Raptors

No active nests or birds displaying nesting behavior were observed during the field survey, which was conducted outside of breeding season. The Project site supports dense swathes of native forest that

provide suitable nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area.

Migratory Corridors and Linkages

As mapped by the San Bernardino County General Pla, Lake Gregory and its associated tributaries and downstream waterways have been identified as Major Open Space Areas and/or Wildlife Corridors or Linkages. While portions of the Project site occur adjacent to Houston Creek, the Project has been designed to avoid long-term impacts to viable natural habitats in proximity to the creek, and the majority of long-term impacts to viable habitats in proximity to the creek, and the majoring of long-term impacts will be confined to existing disturbed and developed land that do not support natural plant communities. Further, any short-term impacts proposed to areas supporting natural habitats are not expected to have a significant effect on local wildlife movement due to ample undeveloped open space surrounding Houston Creek. In addition, no significant impacts to the creek itself are expected to occur. As such, no long-term impacts to wildlife movement opportunities are expected to occur due to Project implementation.

Jurisdictional Areas

A small portion of Houston Creek runs adjacent to the easternmost boundary of the Project site, just within the proposed limits of disturbance. Houston Creek supports surface waters year-round and is fed by the discharge waters of Lake Gregory Dam to the south. The creek then flows northwest and connects to the East Fork Mojave River, which run from the San Bernardino Mountains, the headwaters of the greater Mojave River. Water flows out of the northern boundary of Silverwood Lake through Cedar Springs Dam, into Upper Narrows of the Mohave River. Water from the Upper Narrows flows northeast into the grater Mojave River.

The portion of Houston Creek running adjacent to the project site supports a Mixed Riparian Forest plant community that supports such riparian species as riparian vegetation such as box elder, white alder, mountain dogwood, maidenhair fern, California mugwort, waterweed, seep monkeyflower, wild pepper grass, slender muhly, rush, and California wild grape. None of these plant species are threatened, endangered, or have special status in California.

Since Houston Creek is an intermittent drainage it will fall under the regulatory authority of the Corps, Regional Board, and CDFW. If any impacts to Houston Creek will occur within the proposed Project footprint, regulatory approvals will need to be prepared and processed with the Corps, Regional Board, and CDFW. The proposed Project is anticipated to be constructed to avoid impacts to Houston Creek.

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Less than Significant with Mitigation Incorporated. No special-status plant or wildlife species were identified within the Project site. However, the Project site contains suitable habitat to support special-status plant and wildlife species that were identified in areas adjacent to the Project site.

Refer to Table D-1: Potentially Occurring Special-Status Biological Resources in the Biological Resources Assessment (**Appendix B**) for a description of potentially occurring special-status plant and wildlife species and their likelihood of occurrence within the Project site. Additionally, of the special-status wildlife species that have a high potential to occur within the Project site, the bald eagle is state listed as endangered, the arroyo toad is federally listed as endangered, and the southern rubber boa is state listed as threatened; no special-status plant species described in Table D-1: Potentially Occurring Special-Status Biological Resources are state or federally listed. Additionally, the Project site supports dense swathes of native forest that provides suitable nesting habitat for year-round and seasonal avian residents as well as migratory songbirds that could occur in the area. As such, the Project would implement **MM BIO-1** to ensure construction activities would not disturb or displace nesting birds that may occur in the Project site at the time of construction. As such, impacts to nesting or migratory birds would be less than significant.

While no special-status species or federally and state listed species were found on the Project site, the potential for such species to occur within the Project site during construction is possible. As such, to mitigate any direct or indirect adverse impacts to such species, **MM BIO-2** would be implemented to survey the area for federally or state listed special-status species prior to construction, ground disturbing activities, and vegetation removal. With the implementation of the identified mitigation measures, impacts to special status species would be less than significant.

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?

Less than Significant Impact. A small portion of the Houston Creek runs adjacent to the easternmost boundary of the Project site, which includes a Mixed Riparian Forest plant community that supports an array of associated riparian plant species. While portions of the Project site adjacent to the Houston Creek, the Project has been designed to avoid long-term impacts to viable natural habitats in proximity of the Creek, including the existing riparian habitat and associated plant species. The majority of any long-term impacts would be confined to the existing disturbed and developed land that do not support natural plant communities, including riparian habitat. Furthermore, no significant impacts to the creek itself are anticipated. As such, a less than significant impact would occur**.**

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological?

Less than Significant Impact. The Houston Creek is the closest body of water to the Project site. A small portion of the creek runs adjacent to the easternmost boundary of the Project site, just within the proposed limit of disturbance. As described above, the Houston Creek falls under the regulatory authority of the Corps, Regional Board, and CDFW and any potential impacts would require the regulatory approval of the aforementioned jurisdictions. Additionally, the proposed Project is anticipated to be constructed to avoid impacts to Houston Creek. As such, a less than significant impact would occur.

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?

Less than Significant Impact. As described above, the Houston Creek is a tributary to the Lake Gregory and is therefore considered a wildlife corridor and linkage, per the San Bernardino County General Plan. While portions of the project site occur adjacent to Houston Creek, the project has been designed to avoid long-term impacts to viable natural habitats in proximity to the creek, and the majority of long-term impacts will be confined to existing disturbed and developed land that do not support natural plant communities. Further, any short-term impacts proposed to areas supporting natural habitats are not expected to have a significant effect on local wildlife movement due to ample undeveloped open space surrounding Houston Creek. In addition, no significant impacts to the creek itself are expected to occur. As such, no long-term impacts to wildlife movement opportunities are expected to occur as a result of Project implementation**.**

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The Project does not propose any components that would conflict with any existing local policies or ordinances protecting biological resources. Project construction and operations would be contained to previously disturbed and developed land. As such, no impact would occur.

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?

No Impact. The Project site is not located in an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or any other approved local, regional, or state habitat conservation plan. As such, no impact would occur.

Mitigation Measures

MM BIO-1: Nesting Bird Pre-Construction Survey. Nesting birds are protected pursuant the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, 3513 prohibit the take, possession, or destruction of birds, their nests, or eggs). In order to protect migratory bird species, a nesting bird clearance survey is required prior to any ground disturbance or vegetation removal activities that may disrupt the birds during nesting season.

If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds should be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey should document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities should stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between

the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor should be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

As part of the nesting bird clearance, it is recommended that a burrowing owl pre-construction clearance survey be conducted prior to any ground disturbance or vegetation removal activities to ensure that burrowing owls remain absent from the Project site.

MM BIO-2 Special-Status Species Pre-Construction Survey. To ensure impacts to San Bernardino flying squirrel, arroyo toad, and southern rubber boa do not occur as a result of Project implementation, pre-construction clearance surveys for these species are to be conducted prior to Project implementation. Although not anticipated, if San Bernardino flying squirrel, arroyo toad, or southern rubber boa are found on-site during the pre-construction clearance survey, coordination with the USFWS and CDFW are required to determine if avoidance and minimization measures can be implemented to avoid any direct or indirect impacts to these species, or "Take" permits will obtained, prepared, and approved by the USFWS and CDFW.

Cumulative Impacts

Project impacts to special-status wildlife and plant species, wildlife corridors, jurisdictional waters, and other biological resources are considered to be site-specific. Consistent with the Project, each cumulative development would be subject to compliance with applicable state and local development standards, and guidelines to minimize biological resource-related impacts. Therefore, the Project's biological resource related impacts are not expected to be cumulatively considerable.

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
5. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?		X		
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?		X		
c) Disturb any human remains, including those interred outside of dedicated cemeteries?		X		

Kimley-Horn and Associates prepared a Cultural Resources Assessment (CRA) for the Project site on February 12, 2024. The assessment was prepared based on research conducted through both a field survey of the Project site and surrounding area as well as cultural resources record searches through the South Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search through the Native American Heritage Commission (NAHC), a paleontological records search through the Western Science Center (WSC), and a review of cultural resource databases and historical maps. Below is a summary of the results of the CRA. For the full report, refer to **Appendix C**.

Through the SCCIC cultural resources record search, it was determined that no cultural resources were previously recorded within the Project site and 0.5-mile buffer area surrounding the Project site. One historic-period resource was recorded within 0.5 miles of the Project area, known as Thousand Pines Camp and includes the cabins and mill site. The NAHC SLF search determined that the Project site and vicinity were positive for sacred lands, thus prompting an AB 52 Consultation with Native American Tribes. The paleontological records search through the WSC indicated that there are no known paleontological localities within the Project site or 0.5-mile buffer surrounding the Project site. Staff also conducted a review of the National Register, California Register, National Historic Landmarks list, and other cultural databases. However, no cultural resources were identified within the Project site.

During the cultural field survey, one cultural resource, KHA-CSS-24-01, was identified. The resources discovered was a single historic-period wooden utility pole. The pole is adjacent to the paved road and bridge in the western Project area. The pole is not attached to a power line and appears to be inactive or abandoned.

a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Less than Significant with Mitigation Incorporated. The Project is not anticipated to have an adverse change in the significance of a historical or archaeological resource. According to the CRA, as summarized above,, it was determined that there were no cultural resources previously recorded within the Project site. The cultural resources field survey revealed a historic cultural resource, identified as a single historic-period wooden utility pole. The utility pole was evaluated for its culturally historical significance and was determined to not meet any criteria pursuant the California Register of Historical Resources and is not qualified as a historical resource. Additionally, the paleontological records search and field survey conducted for the CRA, as summarized above, determined that there were no archaeological resources identified in the Project area. As such, no significant historical resources or unique archaeological resources are present in the Project site or vicinity. However, it was determined that the San Bernardino Mountains and the Houston Creek indicate archaeological sensitivity. As such, mitigation measures are recommended for the treatment process of any cultural or paleontological resource discovered during Project implementation. With the implementation of mitigation measures, the Project would have less than a significant impact on archaeological and cultural resources.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than Significant with Mitigation Incorporated. Considering the previous grading, naturally steep topography, lack of recorded resources, and geological age of the Project site and local vicinity**,** it is unlikely that undisturbed buried cultural resources, such as human remains, are present within the Project site. However, as previously stated, based on the proximity of the Project to archaeological sensitive areas, mitigation measures are recommended for the treatment process of any cultural resources and/or human remains inadvertently discovered during Project implementation. With the implementation of mitigation measures, the project would have a less than significant impact on the disturbance of human remains.

Mitigation Measures

MM CUL-1 Inadvertent Discoveries of Cultural Resources: 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.

If cultural resources are Native American origin, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within **MM TCR-1**, regarding any pre-contact and/or historic-era finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment. If significant pre-contact and/or historic-era cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within **MM TCR-1**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

MM CUL-2 Inadvertent Discovery of Human Remains: If human remains or funerary objects are encountered during the undertaking, California State Health and Safety Code Section 7050.5 states that excavation shall stop, and no further disturbance shall occur within 100 feet of the discovery until the County Coroner has made a determination of origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendent (MLD). With the permission of the landowner and his/her authorized representative, the MLD may inspect site of the discovery within 48 hours of notification. If the NAHC is unable to identify an MLD, the MLD fails to make a recommendation, or the landowner or his/her authorized representative rejects the recommendation, the human remains and associated items will be interred on the property with appropriate dignity in a location that will not be subject to future disturbance.

MM CUL-3 Inadvertent Discoveries of Paleontological Resources: Should paleontological resources be inadvertently encountered, construction activities shall be temporarily halted within 50 feet of the find so that the resource can be evaluated by a paleontological meeting the Society of Vertebrate Paleontology (SVP) professional qualifications. A paleontologist shall temporarily divert or redirect grading and excavation activities in the area of the exposed material to facilitate evaluation and, if necessary, salvage. The paleontologist shall then assess the discovered material(s) and prepare a survey, study, or report evaluating the impact. The County shall then comply with the recommendations of the evaluating paleontologist, and a copy of the survey report shall be submitted to the Western Science Center. Ground disturbing activities may resume one the paleontologist's recommendations have been implemented.

Cumulative Impacts

Cultural impacts related to historical resources, archeological resources, and human remains are generally site-specific. As concluded in Thresholds a through d, the Project's potential cultural impacts related would be less than significant. Consistent with the Project, each cumulative development would be subject to compliance with applicable state and local development standards, and guidelines to minimize cultural resource-related impacts, such as the preparation of a monitoring and treatment plan for significant tribal discoveries. Therefore, the Project's cultural resource related impacts are not expected to be cumulatively considerable.

Energy

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
6.	**ENERGY. Would the project:**				
a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Less than Significant Impact.

Electricity

Electricity would be provided to the Project site by Southern California Edison (SCE). The Project would require coordination with SCE for electrical lines location and the electrical line transformer location. The developer would pay all fees and charges associated with SCE cost to provide electric service. In 2022 the County used 10,327 GWh of electricity for non-residential uses, and 6,301 GWh for residential uses, for a total of 16,629 GWh.[19] The Project is conservatively anticipated to use 0.01 GWh annually, a negligible amount of electricity. Therefore, the Project would not result in a significant impact to wasteful, inefficient, or unnecessary consumption of electricity during Project construction or operation.

Natural Gas

The Southern California Gas Company (SoCalGas) is the service provider for the Project. The Project proposes a sewer lift station to collect and discharge wastewater from the surrounding area to the nearby CSD Houston Creek Treatment Facility. The Project does not include any habitable structures and is not anticipated to require significant amounts of natural gas energy during Project construction or operation.

Fuel

During construction, transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy use during construction would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resource by these vehicles would fluctuate according to the phase of construction

[19] California Energy Commission. 2022. *Electricity Consumption by County*. Available at: https://ecdms.energy.ca.gov/elecbycounty.aspx (accessed October 2023).

and would be temporary. Construction equipment during grading, paving, and other ground-disturbance activities would be gas-powered or diesel powered. However, the Project would not result in a substantial demand for energy that would require expanded facilities or the construction of other infrastructure or expansion of existing facilities. Adherence with existing laws and regulations concerning vehicle fuel consumption efficiencies (CAFE Standards) would ensure that vehicle trips generated by the Project would not be considered as inefficient, wasteful, or unnecessary.[20] The Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less than Significant Impact. The Project proposes a sewer lift station to collect and discharge wastewater from the surrounding area to the close by CSD facility. The Project would be required to adhere to all applicable federal, state, and local regulation pertaining to energy usage. The Project would not conflict with any applicable plan, policy, or regulation of an agency and impacts would be less than significant.

Cumulative Impacts

As noted above, the Project would utilize energy in the form of electricity and fuel, but not in a wasteful, inefficient, or unnecessary manner. The Project would also be required to adhere to all applicable federal, state, and local energy-efficient design standards and regulations to ensure the efficiency of energy uses during construction and operation. Therefore, the Project's impacts associated with energy usage would not be cumulatively significant.

[20] U.S. Department of Transportation. 2014. *Corporate Average Fuel Economy Standards*. Available at: https://www.transportation.gov/mission/sustainability/corporate-average-fuel-economy-cafe-standards (accessed October2023).

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
7. GEOLOGY AND 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? Refer to Division of Mines and Geology Special Publication 42.			X	
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
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?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

A Geotechnical Report was conducted for the Project by Geotechnical Engineering Services on August 9th, 2023. The GeoEngineers personnel conducted the report through field explorations and laboratory testing. The field exploration included a geological site reconnaissance to identify geological conditions that could cause adverse effects on the lift station and proposed location of pipelines. Soil samples were obtained during field explorations and taken to a laboratory for to test for moisture content and fines

content. Below is a summary of the findings and results of the Geotechnical Report. The entire Geotechnical Report is located in Appendix D.

Faulting and Seismicity

Regional Seismicity

Transverse Ranges have experienced numerous large historical earthquakes, as the area is crisscrossed with faults, many of which are zoned by the Alquist Priolo Earthquake Fault Zoning Act. The eastern extension of the Transverse Ranges, the San Bernardino Mountains, has been historically displaced to the south along the San Andreas Fault. Additionally, intense north-south compression of the Transverse Ranges has resulted in rapid regional tectonic uplift throughout the physiographic province.

Fault Activity

The nearest known Historic and Latest Quaternary Class A faults include segments of the San Andreas Fault Zone which are located approximately 5 miles southwest of the project site area. Segments of the San Jacinto Fault Zone are approximately 8 miles southwest of the Project site. The nearest known Late Quaternary Class A faults include segments of the Cleghorn Fault Zone, which are located approximately 1.2 miles north of the site, and segments of the Waterman Canyon Fault Zone, which are located approximately 2.1 south of the site. The site could be subjected to significant shaking in the event of a major earthquake on any of the faults discussed above or other faults in the southern California area.

Subsurface Conditions

The Project area is generally flat underlain by variably weathered granite rocks. Alluvium soils are present in the generally flat-lying area at the base of Houston Creek Canyon in the vicinity of the geotechnical boring (B-1) and the proposed sewer lift station. Colluvial soils are present on canyon slopes were locally encountered within the exploratory test pits. Both the alluvium and colluvium appear to be derived locally from the underlying weathered igneous rock.

The alluvial soils encountered within B-1 were approximately six to seven feet in thickness and consisted of silty to clayey sands. The underlying granitic bedrock consisted of decompose (residual soil) to moderately weathered granitic rock, which generally excavated as poorly graded to silty fine to coarse grained sands, particularly within the heavily decomposed materials. As previously discussed, rock coring was not required to reach the maximum depth explored due to the weathered nature of the bedrock. The logs report the disturbed or excavated condition. The in-situ condition is expected to be weathered igneous rock.

The bedrock materials encountered within the exploratory test pits and generally present within the canyon side walls within the Project area are also significantly weathered, and readily excavatable using a small to moderate sized excavator. Similar to the material encountered within B-1, the weathered granitic rock encountered within the test pits generally excavated as poorly graded to silty fin to coarse grained sands.

Groundwater Conditions

Groundwater was first observed within boring B-1 at approximate depth of 12 feet bgs during advancement of geotechnical explorations. A monitoring well was installed, and groundwater was measured at approximate depth of 10.5 feet bgs during pressure transducer sensor installation. Groundwater levels likely vary with season and in response to precipitation. The transducer can be retrieved at a later date to provide more detail on seasonal fluctuations.

Geological Hazards

Surface Fault Rupture

Based on geological site reconnaissance and review of referenced literature, the site is not within a State of California-designated Alquist-Priolo Earthquake Fault Zone. In addition, no known active or potentially active fault traces are mapped within the general limits of the recent investigation, nor trend in the direction of the Project area. According to the California Geological Survey (CGS), a fault is considered active if it has offset Holocene sediments less than approximately 11,700 years old. A fault is considered potentially active if fault offsets occurred 11,700 to 2.85 million years ago. As such, the geological risk associated with ground surface rupture beneath the proposed lift station and surrounding site area is considered to be low.

Liquefaction Potential

Liquefaction is a phenomenon where soils experience a rapid loss of internal strength as a consequence of strong ground shaking. Ground settlement, lateral spreading and sand boils may result from liquefaction. In general, the soil that is susceptible to liquefaction include very loose to medium dense, clean to silty sands, and some silts that are below the groundwater level. Due to the presence of shallow, dense, to very dense variably weather granitic bedrock, within the Project site area, the potential for liquefaction, seismic settlement, lateral spreading, and related effects is considered to be low.

Landsliding

According to regional geological mapping by Morton, D.M. and Miller, F.K., 2006, no landslides are mapped in the site area. In addition, evidence of landslides or landslide potential was not observed during the geologic site reconnaissance. As such, landsliding is not considered to be a significant geological hazard at the subject site.

Compressible and Expansive Soils

Based on the geological site reconnaissance, the alluvial and colluvial soils, and the variably weathered granitic bedrock within the site vicinity do not appear significantly compressible or subject to hydro-collapse based on the anticipated loading. Based upon regional geologic map relationships, the potential for the existence of expansive soils at the site is low.

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

Less than Significant Impact. As described above, the Project site is not located near an Alquist-Priolo Fault Hazard Zone and there are no known active or potentially active fault traces mapped within the general limits of recent investigation, nor trend in the direction of the Project site[21] However, the Project site is situated in a seismically active region. As is the case for most areas of Southern California, ground-shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project site. During the life of the Project, seismic activity associated with active faults can be expected to generate moderate to strong ground shaking at the site. The Project proposes construction of a lift station and a pipeline. The Project would comply with Countywide Plan **Policy HZ-1.7** underground utilities, which requires that underground utilities be designed to withstand seismic forces, accommodate ground settlement, and hardened to fire risk.[22] The Project would comply with all relevant state and local regulations. Therefore, Project impacts associated with fault rupture resulting in strong seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. According to the Geotechnical Report, the potential for liquefaction is considered to be low due to the presence of shallow, dense to very dense variably weathered granitic bedrock. .[23] The Project would be designed in compliance with applicable state and local regulations, to minimize impacts concerning seismic-related ground failure. Considering the low potential of liquefaction and compliance with all applicable state and local regulations would impacts from seismic-related ground failure are less than significant.

iv) Landslides?

Less than Significant Impact. The Project site is located in the Mountain Region of the County. According to the Countywide Plan landslides of all types are common in the Mountain Region due to steep slopes, sharp narrow ridges, and steep-walled canyons and valleys when combined with adverse geologic structure, high rainfall, and earthquakes.[24] However, the Geotechnical Report prepared for the Project site determined that no landslides were mapped for the Project site and there was no evidence of landslides or landslide potential. Therefore, landsliding is not considered a geological hazard at the Project site.[25] Additionally, the Project would be designed in compliance with applicable state and local regulation, to minimize impacts concerning landslides. Considering

[21] Geotechnical Report.
[22] County of San Bernardino. 2022. San Bernardino Countywide Plan – Hazards Element. Available at: https://countywideplan.com/policy-plan/hazards/ (accessed September 2023).
[23] Geotechnical Report.
[24] Placeworks. 2019. *San Bernardino Countywide Plan Draft EIR Section 5.6 Geology and Soils*. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-06-GEO.pdf (accessed September 2023).
[25] Geotechnical Engineering Services. 2023. *Camp Switzerland Lift Station and Pipes*. **Appendix D.**

that unlikelihood of landslide occurrence within the Project site and compliance with all applicable state and local regulations impacts from landslides are less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact. Project construction activities include clearing of vegetation, grading, paving, and construction of buildings and structures, all of which would result in the loss of topsoil and increase in erosion. Per the San Bernardino MC, the Project would be required to prepare a Soil Erosion and Sediment Control Plan. The Plan shall include the applicable measures required by the San Bernardino MC, identify areas that would not be disturbed by construction activity to minimize disturbance, and preserve existing natural drainages to maintain their ability to accommodate runoff and water drainage with minimum erosion.[26] In addition to required grading and building permits, the Project would be required to obtain a Soil Erosion and Sediment Control permit, which would be obtained upon approval of the Soil Erosion and Sediment Control Plan. The Project would also comply will all requirements set forth in the NPDES permit for construction activities, including the implementation of Best Management Practices (BMPs) through the preparation of a SWPPP. Compliance with the Soil Erosion and Sediment Control Plan and implementation of associated erosion-control and sediment-control BMPs, would reduce construction impacts to erosion**.**

During construction, the Project would use fill and backfill on subsurface structures and to support structural elements. The fill and backfill would consist of well-graded sand or gravel that is densely compacted around subsurface structures and other structural elements.[27] Such Project design elements implemented during construction would reduce erosion impacts during Project operations.

Collectively, the construction design elements and compliance with the associated erosion-control development standards mandated in the San Bernardino MC would prevent substantial adverse impacts to erosion associated with Project construction and operations. As such, Project implementation would have a less than significant impact to soil erosion or 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 direct or indirect risks to life or property?

Less than Significant Impact. The Countywide Plan indicates that soils in the Mountain Region are moderately expansive, but collapsible soils are less likely in the Mountain Region because this region receives more precipitation than other areas of the County.[28] As discussed above, the geotechnical Report determined that the potential existence of expansive soils on the Project site are low.[29] Additionally, landslide potential, lateral spreading, liquefaction and other related effects are considered to be low. If expansive soils are encountered during grading, special attention would be

[26] San Bernardino County. 2014. MC.
[27] Geotechnical Engineering Services. 2023. *Camp Switzerland Lift Station and Pipes*. **Appendix D.**
[28] Ibid.
[29] Geotech report.

given to the Project's design and maintenance. Additional studies and recommendations would be implemented if unusual conditions arise. Therefore, impacts associated with unstable and expansive soils would be less than significant.

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?

No Impact. The Project proposes a lift station and a pipeline. The Project would not require the use of septic systems. Therefore, no impact concerning the use of septic tanks or alternative wastewater disposal systems would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant Impact. The CRA, as described above, determined that no known paleontological resources were located within the Project site and 0.5-mile buffer. Furthermore, the majority of geological units underlying the Project area are not considered unique geological features. So, it is not anticipated that paleontological resources or unique geologic features would be unearthed during the Project's ground disturbing activities. Refer to Cultural Resources or Tribal Cultural Resources for additional information regarding the discovery of cultural resources.

Cumulative Impacts

Cumulative impacts concerning geology and soils is generally site-specific. As concluded above, the Project would not result in any significant impacts related to geology and soils by complying with existing state and local laws, and regulations set in place to protect people and property from substantial adverse geological and soils effects, including fault rupture, strong seismic ground shaking, seismic-induced ground failure (including liquefaction), landslide, adverse effects from soil erosion, expansive soils, loss of top soil, and development on an unstable geologic unit.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
8.	**GREENHOUSE GAS EMISSIONS. Would the project:**				
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact.

Construction. Project construction activities would generate direct carbon dioxide (CO_2), nitrous oxide (N_2O), and methane (CH_4) emissions from construction equipment, transport of materials, and construction workers commuting to and from the Project site. Project construction will occur in three phases: site preparation, grading, and building construction. Site preparation will include clearing and grubbing to prepare the site for construction, this phase is anticipated to take one month. The grading and construction phases will include grading the site, trenching for sewer and electrical lines, excavating for the lift station, and construction of the lift station, these activities will occur simultaneously at different locations on the Project site. The grading and construction phases are anticipated to take 11 months. Total greenhouse gas (GHG) emissions generated during all construction phases were combined and are presented in **Table 4.5: Construction-Related Greenhouse Gas Emissions.**

Table 4.5: Construction-Related Greenhouse Gas Emissions

Category	MTCO2e
2025 Construction	334.7
2026 Construction	14.3
Total Construction	*349.0*
30-Year Amortized Construction	*11.6*
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.	

As indicated in **Table 4.5**, the Project would result in the generation of approximately 349 $MTCO_2e$ over the course of construction. Construction GHG emissions are typically summed and amortized over a 30-year period, then added to the operational emissions.[30] The amortized Project

[30] Note: The amortization period is 30 years per the South Coast Air Quality Management District (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

construction emissions would be 11.6 $MTCO_2e$ per year. Once construction is complete, construction-related GHG emissions would cease.

Operational Greenhouse Gas Emissions. Operational emissions would occur over the Project's lifetime. GHG emissions would result from Project generated vehicular traffic and maintenance activities as well as off-site generation of electrical power need to power the lift station pumps.

The Project's operational GHG emissions are provided in **Table 4.6: Project Greenhouse Gas Emissions**. As shown in **Table 4.6**, the Project would generate approximately 13.97 MTCO2e annually from both construction and operations.

Table 4.6: Project Greenhouse Gas Emissions

Emissions Source	MTCO2e per Year
Construction Amortized Over 30 Years	11.6
Area Source	0.03
Energy	2.33
Mobile	0.01
Waste	0.00
Water and Wastewater	0.00
Refrigerants	0.00
Total	**13.97**
County of San Bernardino Screening Threshold	*3,000*
Exceeds Threshold?	**No**
Source: CalEEMod version 2022.1. Refer to **Appendix A** for model outputs.	

The San Bernardino County Greenhouse Gas Reduction Plan employs a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$ per year is used to determine if additional analysis is required. Projects that exceed the 3,000 $MTCO_2e$ per year screening threshold will be required to achieve a minimum 100 points per the Screening Tables or a 31 percent reduction over 2007 emissions levels. Consistent with County GHG Reduction Plan, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

As shown in **Table 4.6**, the Project would result in approximately 13.97 $MTCO_2e$ per year; which would not exceed the screening threshold of 3,000 $MTCO_2e$/yr. As a result, the Project's GHG emissions would be considered less than significant and additional GHG emissions analysis would not be required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact.

County of San Bernardino Greenhouse Gas Reduction Plan. As discussed above, the County's GHG Reduction Plan includes a review standard of 3,000 $MTCO_2e$ per year to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The purpose of the Screening Tables is to provide guidance in measuring the

reduction of GHG emissions attributable to certain design and construction measures incorporated into development projects. As noted above, projects that exceed 3,000 $MTCO_2e$/year of GHG emissions, the applicant may choose to either utilize the Screening Tables or achieve a 31 percent reduction over 2007 emissions levels. **Table 4.6** shows that the Project would not exceed the 3,000 $MTCO_2e$ per year screening threshold, therefore the Project would be consistent with the County's GHG emissions reduction plan.

CEQA Guidelines require lead agencies to describe, calculate, or estimate the amount of GHG emissions that would result from a project. CEQA Guidelines (Section 15183.5) also allow individual projects to tier off of a qualified GHG reduction plan. Thus, individual projects do not need to each conduct a GHG analysis to comply with CEQA if they can demonstrate consistency with a qualified plan. Projects in jurisdictions with a qualified plan can be considered less than significant under CEQA if they show consistency with their qualified plan. Since the Project is consistent with the County's GHG emissions reduction plan, impacts related to GHG would be less than significant.

Cumulative Impacts

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. The additive effect of Project-related GHGs would not result in a reasonably foreseeable cumulatively considerable contribution to global climate change. The Project is consistent with the County's GHG emissions reduction plan and as a result, would result in less than significant cumulative GHG impact.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
9. 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?			X	
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?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
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?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			X	

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact. The Project's construction phase could result in the transport, use, and disposal of hazardous materials such as gasoline fuels, oils, lubricants, and toxic solvents. The Project proposes the construction of a lift station and pipeline. Hazardous materials used during Project operations could consist of oils, lubricants, and solvents. However, the transport, use, or disposal of hazardous materials would comply with applicable federal, state, and local regulations

which include, but are not limited to: the Department of Toxic Substances Control, the U.S. EPA, the U.S. Department of Transportation, and the Occupational Safety and Health Administration (OSHA). Compliance with relevant federal, state, and local regulations would ensure that the transport, use, or disposal of hazardous materials do not create a significant public hazard. Impacts would be less than significant in this regard.

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?

Less than Significant Impact. As discussed above, the Project would utilize hazardous substances during construction and operation activities which could result in the release of hazardous materials into the environment. However, as required by the SWPPP and WQMP, the Project would identify, construct, implement, and maintain BMPs to reduce, in this case, hazardous substances in stormwater discharges and authorize non-stormwater discharges from the construction site (refer to Hydrology and Water Quality for more information). Additionally, spills would be managed by San Bernardino County water and sanitation staff and would be reported to the proper authorities for the spill. Through the implementation of the SWPPP, WQMP, and associated BMPs, as well as the implementation of proper spill protocol, the Project would not create significant hazards through foreseeable upset and accident conditions involving the release of hazardous materials. As such, impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact. The closest school to the Project site is Lake Arrowhead Christian School located at 26409 CA-189, Twin Peaks, CA 92391, approximately 2.50 miles southeast of the Project site. Thousand Pines Outdoor Science School is also located approximately 0.50 miles northwest of the Project site. Both of which are further than one-quarter mile from the Project site. The Project is not anticipated to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Therefore, there would be no impact in this regard.

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?

No Impact. The Project site is not included on the list of hazardous waste sites (Cortese List) compiled by the DTSC pursuant to Government Code Section 65962.5.12.[31] In addition, there are no

[31] DTSC. (2022). *Hazardous Waste and Substances Site List.* Available at: https://www.envirostor.dtsc.ca.gov/public/search.asp?PAGE=2&CMD=search&ocieerp=&business_name=&main_street_number=&main_street_name=&city=&zip=&county=&branch=&status=ACT%2CBKLG%2CCOM&site_type=CSITES%2CFUDS&cleanup_type=&npl=&funding=&reporttype=CORTESE&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST+%28CORTESE%29&federal_superfund=&state_response=&voluntary_cleanup=&school_cleanup=&operating=&post_closure=&non_operating=&corrective_action=&tiered_permit=&evaluation=&spec_prog=&national_priority_list=&senate=&congress=&assembly=&critical_pol=&business_type=&case_type=&display_results=&school_district=&pub=&hwmp=False&permitted=&pc_permitted=&inspections=&inspectionsother=&complaints=&censustract=&cesdecile=&ORDERBY=city&next=Next+50 (accessed September 2022).

properties within or near the Project site where a known release has occurred. Therefore, no impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airport from the Project is Hesperia Airport located approximately nine miles to the northwest. The Project is not located within the boundaries of an airport influence so no impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Impact. The Project would not impair an adopted emergency response plan or an emergency evacuation plan. The Project site is undeveloped, but primary access to the Project site would be provided via Houston Drive or Edelweiss Drive. The Countywide Plan Policy Map PP-2 Evacuation Routes, did not designate Houston Drive or Edelweiss Drive as evacuation routes and as such, would not be directly impacted during the construction and operation phase.[32] Therefore, the Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less than Significant Impact. Refer to Wildfire below for further information regarding the exposure of people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. The Project site is located in a Very High Fire Hazard Severity Zone (FHSZ) and within a State Responsibility Area (SRA). However, the Project proposes the construction of a lift station and pipeline. The Project would not introduce additional people to the area or increase existing risk of wildfire. Therefore, impacts associated with wildfire would be less than significant.

Cumulative Impacts

The Project's impacts associated with hazards and hazardous materials are anticipated to be less than significant with adherence to federal, state, and local regulations and standards. Cumulative Development would also be required to comply with applicable laws and regulations to reduce impacts related to the use, transport, or disposal of hazardous materials. Therefore, the Project would not result in cumulatively considerable impacts to or from hazards or hazardous materials.

[32] San Bernardino County. 2020. *San Bernardino Countywide Plan Policy Map PP-2 Evacuation Routes*. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/02/PP-2-Evacuation-Routes-201027.pdf (accessed October 2023).

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
10. 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?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?			X	
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
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?			X	
iv) Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less than Significant Impact. The Project site is currently undeveloped. Project construction activities such as earth moving, grading, excavation, maintenance and operation of construction equipment, and handling/storage/disposal of materials could contribute to pollutants loading in stormwater runoff from the construction site. The Project would not disturb one acre or more of

soil and would not be required to comply with local NPDES regulations.[33] Nevertheless, during Project construction BMPs would be implemented such as erosion control, sediment control, and materials management. Therefore, impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

No Impact. The Project site is in the Crestline Village Water District (CVWD) service area.[34] CVWD's water supply is comprised mainly of CVWD groundwater wells, and when the wells are insufficient to meet demands water is purchased from Crestline-Lake Arrowhead Water Agency (CLAWA).[35] Currently, CVWD produces water locally from 39 groundwater wells in a fractured rock aquifer system.[36] The Project would not constitute a significant increase to water demand services. The Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater level. There would be no impact in this regard.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i) Result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The Project site and the area immediately surrounding the Project site is undeveloped. The Project would introduce approximately 1,000 square feet of impervious concrete to the area, with small areas of permeable gravel cover.

Additionally, impacts from grading, including erosion, are discussed in **Geology and Soils**, which notes that through the excavation and removal of the fill material, the development of the Project would require grading preparation and excavation that could result in soil erosion if exposed to periods of high wind or storm-related events. General dust control measures such as watering would be required to minimize erosion. Construction contractors would also be required to prepare a dust control plan in compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 to further reduce soil erosion from wind. Project construction would not require the alteration of the course of a stream or river, and the Project would not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation and impacts in this regard would be less than significant.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?

[33] Placeworks. 2019. *Draft EIR San Bernardino Countywide Plan – Section 5.9 Hydrology and Water Quality*. Pg. 5.9-26. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-09-HYD.pdf (accessed October 2023).
[34] Crestline Village Water District. 2023. *About Us*. Available at: https://crestlinewater.specialdistrict.org/about-us. (accessed October 2023).
[35] Albert A. Webb Associates. 2021. *Crestline Village Water District 2020 Urban Water Management Plan*. Page 6-2. Available at: https://crestlinewater.specialdistrict.org/files/a20b11cc1/CVWD+UWMP+Final+2020.pdf (accessed October 2023).
[36] Albert A. Webb Associates. 2021. *Crestline Village Water District 2020 Urban Water Management Plan*. Page 6-6. Available at: https://crestlinewater.specialdistrict.org/files/a20b11cc1/CVWD+UWMP+Final+2020.pdf (accessed October 2023).

Less than Significant Impact. The Project site is undeveloped. The Project proposes a sewer lift station to collect and discharge wastewater from the surrounding area to the CSD. The Project would introduce approximately 1,000 square feet of impervious concrete to the area, with small areas of permeable gravel cover. However, the Project would implement associated BMPs to reduce any potential increase to the amount or rate of surface runoff, and impacts would be less than significant.

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?

Less than Significant Impact. The Project proposes a sewer lift station to collect and discharge wastewater from the surrounding area to the CSD. The Project would introduce approximately 1,000 square feet of impervious concrete to the area, with small areas of permeable gravel cover. The Project incorporates an emergency wet well with 48 hours of storage and an overflow line to store higher levels of sewer flows. It is not anticipated that the Project would contribute to runoff water which would exceed the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

iv) Impede or redirect flood flows?

Less than Significant Impact. According to the FEMA Flood Insurance Rate Map (FIRM), the Project site is located within FEMA Zone D.[37] Zone D indicates that an area has a possible but undetermined flood hazard, and that no flood hazard analysis has been conducted. The Countywide Plan Policy Map 5.9-3 Flood Hazard Zones indicates that the Project site is not located in a 100-year or 500-year FEMA Flood hazard zone.[38] Additionally, the Houston Creek is identified as intermittent drainage, receiving discharge waters of Lake Gregory and flowing northwest toward the Mojave River. Refer to Biological Resources section above for more details about drainage pathways of the Houston Creek. The Project is not anticipated to impede with the drainage flows provided by the Houston Creek as the Project has been designed to avoid any impacts to Houston Creek. The Project proposes a sewer lift station to collect and discharge wastewater from the surrounding area to the CSD. The Project does not propose development that would impede or redirect flood flows and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less than Significant Impact. The Pacific Ocean is located approximately 58 miles southwest of the Project site. Additionally, the Project site is located approximately 4,500 ft above sea level. Considering these distances, there is no potential for the site to be impacted by a tsunami. The Project site is within FEMA's flood hazard zone Zone D.[39] However, the Countywide Plan Policy Map

[37] FEMA. ND. *FEMA's National Flood Hazard Layer Viewer*. Available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed October 2023).
[38] Placeworks. 2019. *San Bernardino Countywide Plan Draft Environmental Impact Report, Figure 5.9-3 Flood Hazard Zones*. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-09-HYD.pdf (accessed October 2023).
[39] FEMA. ND. *FEMA's National Flood Hazard Layer Viewer*. Available at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd (accessed October 2023).

5.9-3 Flood Hazard Zones, the Project site is not located in a 100-year or 500-year FEMA Flood hazard zone.[40] Additionally, the Project site is not downstream of large bodies of waters or tanks which potentially could cause flooding and inundate the Project site. The risk of seiche damage following a seismic event at the Project site is considered low.[41] Therefore, the Project would result in a less than significant impact.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less than Significant Impact. As previously discussed, the Project site is in the CVWD service area. CVWD produces water locally from 39 groundwater wells in a fractured rock aquifer system.[42] The Department of Water Resources (DWR) classifies this portion of the San Bernardino Mountains as 'non-water-bearing' and therefore it is not included on the California Statewide Groundwater Elevation Monitoring (CASGEM) priority list, or subject to the basin management requirements of the 2014 Sustainable Groundwater Management Act (SGMA). Therefore, the construction and operation of the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant.

Cumulative Impacts

Potential impacts related to hydrology and water quality are typically site-specific. As concluded above, the Project's hydrology and water quality-related impacts would be less than significant. As a result, no cumulative impacts would occur.

[40] Placeworks. 2019. *San Bernardino Countywide Plan Draft Environmental Impact Report, Figure 5.9-3 Flood Hazard Zones*. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-09-HYD.pdf (accessed October 2023).

[41] Placeworks. 2019. *Draft EIR San Bernardino Countywide Plan – Section 5.9 Hydrology and Water Quality. Page 5.9-31.* Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-09-HYD.pdf (accessed October 2023).

[42] Albert A. Webb Associates. 2021. *Crestline Village Water District 2020 Urban Water Management Plan. Page 6-6.* Available at: https://crestlinewater.specialdistrict.org/files/a20b11cc1/CVWD+UWMP+Final+2020.pdf (accessed October 2023).

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
11.	**LAND USE AND PLANNING. Would the project:**				
a)	Physically divide an established community?				X
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?				X

a) Physically divide an established community?

No Impact. A project has the potential to divide an established community if the project would include the construction of a new freeways, highways, roads, or other uses that would physically separate an existing or established neighborhood. The Project site is currently undeveloped, and is designated for rural living. Adjacent land uses to the east and west include low density residential, land uses to the north include open space, land use to the south includes commercial uses and open space. The closest neighborhood to the Project site is located to the west.

The Project would serve to improve the existing developments surrounding the Project site. The development of the Project would not include improvements which would significantly alter existing roadways and transportation corridors in a manner that would cause the removal or separation of the nearest established community from important resources or other neighboring units. Therefore, no impact would occur.

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?

No Impact. The Project site is currently largely undeveloped, and is designated as rural living. The proposed lift station and pipeline would not conflict with the existing development surrounding the Project site. The existing development surrounding the Project site would remain in operation. Therefore, implementation of the Project would not significantly alter the existing development and would be consistent with the County land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the Project Applicant would be required to pay the appropriate development impact fees to any public infrastructure needs associated with utilities and right-of-way improvements. As such, impacts would be less than significant.

Cumulative Impacts

Land use impacts would not be cumulatively considerable if the Project, in conjunction with other past, present, reasonably foreseeable future projects, would be designed or otherwise conditioned to maintain consistency with adopted land use plans and ordinances or be amended with the appropriate mitigation and conditions of approval. As concluded above, the Project would neither physically divide an established

community nor inhibit future development since the Project would serve to improve the existing surrounding community and commercial developments. As a result, the Project would have no impact on land use and planning resources. Therefore, the Project have no impact.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
12.	**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?				X
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?				X

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

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the known or inferred mineral potential of the area. Under SMARA, areas are categorized into MRZs as follows:

MRZ-1: Areas where available geologic information indicates that little likelihood exists for the presence of significant mineral resources.

MRZ-2: Areas where geologic data indicate that significant PCC-Grade aggregate resources are present.

MRZ-3: Areas containing known or inferred mineral occurrences of undetermined mineral resource significance.

MRZ-4: Areas where geologic information does not rule out either the presence or absence of mineral resources.

Per the County of San Bernardino General Plan (Countywide Plan), the Project site is not classified as MRZ-1, MRZ-2, or MRZ-3.[43] The Countywide Plan states that approximately 13 percent of the Mountain Region is designated MRZ-2 or MRZ-3; the designated areas are mostly north, east, and southeast of Big Bear Lake, which is approximately 16 miles west of the Project site.[44] Additionally, the Project site is not located near any locally-important mineral resource recovery sites.[45] The two oil fields in the County are located in the City of Chino Hills, which is approximately 30 miles

[43] Placeworks. (2020*). Draft EIR San Bernardino Countywide Plan – Section 5.11 Mineral Resources*. Pg. 5.11-4. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/02/NR-4-Mineral-Resources-Zones-201027.pdf (accessed September 2023).
[44] Ibid.
[45] California Department of Conservation. 2016. *Mines Online*. Available at: https://maps.conservation.ca.gov/mol/index.html (accessed September 2023).

southwest from the Project site.[46] Therefore, the Project would not result in the loss of availability of a known mineral resource. No impact would occur.

Cumulative Impacts

As concluded above, the Project would have no impact since the Project site does not contain any known mineral resources of significance and would not have any impact due to the removal or loss of availability of these resources. As such, the Project would not result in a significant cumulative impact associated with mineral resources.

[46] Placeworks. (2020*). Draft EIR San Bernardino Countywide Plan – Section 5.11 Mineral Resources*. Pg. 5.11-20. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/02/NR-4-Mineral-Resources-Zones-201027.pdf (accessed September 2023).

Noise

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
13.	**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?			X	
b)	Generation of excessive groundborne vibration or groundborne noise levels?			X	
c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X

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?

Less Than Significant Impact.

Construction. Construction noise typically occurs intermittently and varies depending on the construction activity's nature or phase (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Project construction will occur in three phases: site preparation, grading, and building construction. Site preparation will include clearing and grubbing to prepare the site for construction, this phase is anticipated to take one month. The grading and construction phases will include grading the site, trenching for sewer and electrical lines, excavating for the lift station, and construction of the lift station, these activities will occur simultaneously at different locations on the Project site. The grading and construction phases are anticipated to take 11 months. During construction, exterior noise levels could affect noise-sensitive receptors near the construction site. However, the nearest sensitive receptor to the Project site construction area are residential properties approximately 512 feet to the west on Zermatt Drive.

Construction activities would include site preparation, grading, and building construction. Typical noise levels associated with individual construction equipment are listed in **Table 4.7: Typical Construction Equipment Noise Levels**.

Table 4.7: Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 512 feet from Source[1]
Air Compressor	80	60
Backhoe	80	60
Compactor	82	62
Concrete Mixer	85	65
Concrete Pump	82	62
Concrete Vibrator	76	56
Crane, Mobile	83	63
Dozer	85	65
Generator	82	62
Grader	85	65
Impact Wrench	85	65
Jack Hammer	88	68
Loader	80	60
Paver	85	65
Pneumatic Tool	85	65
Pump	77	57
Roller	85	65
Saw	76	56
Scraper	85	65
Shovel	82	62
Truck	84	64
1. Calculated using the inverse square law formula for sound attenuation: $dBA_2 = dBA_1+20Log(d_1/d_2)$ Where: dBA_2 = estimated noise level at receptor; dBA_1 = reference noise level; d_1 = reference distance; d_2 = receptor location distance		
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.		

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Although the construction equipment noise levels in **Table 4.7** are from the Federal Transit Administration's (FTA's) 2018 *Transit Noise and Vibration Impact Assessment Manual*, the noise levels are based on measured data from a U.S. Environmental Protection Agency report which uses data from the 1970s, the FHWA Roadway Construction Noise Model which uses data from the early 1990s, and other measured data. Since that time, construction equipment has been required to meet more stringent emissions standards and the additional necessary exhaust systems also reduce noise from what is shown in the table.

Section 83.01.080(G) (Exempt Noise) of the San Bernardino County Development Code exempts noise sources associated with construction activities from the County's established noise standards as long as the activities only take place between the hours of 7:00 a.m. to 7:00 p.m. on weekdays

and Saturdays, excluding Federal holidays. While the County establishes limits to the hours during which construction activity may take place, it does not identify specific noise level limits for construction noise levels. However, this analysis conservatively uses the FTA's threshold of 80 dBA and 85 dBA (8-hour L_{eq}) to evaluate construction noise impacts for residential and commercial uses, respectively.

Project Construction Noise Levels. The noise levels calculated in **Table 4.8: Construction Noise Levels** show estimated exterior construction noise. Construction noise levels drop off at a rate of about 6 dBA per doubling of distance between the noise source and receptor. Construction equipment would operate throughout the Project site and the associated noise levels would not occur at a fixed location for extended periods of time. The nearest sensitive receptors are residences on Zermatt Drive, approximately 512 feet to the west. This analysis conservatively assumes that all equipment would operate concurrently at the construction boundary closest to the nearest sensitive receptor. Construction noise levels shown in **Table 4.8** focus on the closest receptors. Noise levels at receptors further away would be lower.

Table 4.8: Construction Noise Levels

Construction Activities	Modeled Exterior Construction Noise Level at Nearest Receptor (dBA L_{eq})	Noise Threshold (dBA L_{eq})	Exceed Threshold?
Site Preparation	63.4	80	No
Grading and Building Construction	67.2	80	No
Source: Federal Highway Administration, Roadway Construction Noise Model, 2006. Refer to **Appendix F** for noise modeling results.			

Table 4.8 shows that construction noise levels would not exceed the FTA's 80-dBA threshold for residential sensitive receptors. Additionally, compliance with Section 83.01.080(G) (Exempt Noise) of the County of San Bernardino Development Code would minimize impacts from construction noise, as construction would be limited to daytime hours. Therefore, construction activities would result in a less than significant noise impact.

Construction Traffic Noise. Construction noise may be generated by large trucks moving materials to and from the Project site. During construction, approximately 100 cubic yards of soil export during the site preparation phase would result in approximately 22 one-way truck hauling trips. During construction, the Project would generate a maximum of 10 one-way vehicle trips per day, including workers, vendors, and hauling. The truck trips associated with construction would occur during the allowable hours for construction specified in the Development Code (7:00 a.m. to 7:00 p.m. on weekdays and Saturdays, excluding Federal holidays).

Lake Drive, the main access road to the Project is identified in the Countywide Plan as a Mountain Major Highway. Lake Drive is identified in the Transportation Impact Analysis prepared for the Countywide Plan Programmatic Environmental Impact Report (PEIR) as having 16,091 average daily traffic trips (ADT). In general, a 3-dBA increase in traffic noise is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to generate a 3-dBA increase. Therefore, an increase of 10 vehicle trips per day during Project construction would not result in a noticeable increase in traffic noise. As a result, construction traffic noise would be less than significant.

Operations. The Project would construct a new lift station with two wastewater pumps. The nearest sensitive receptor is a residential property located approximately 512 feet to the west on Zermatt Drive. The pumps would be located within an enclosed underground structure. As a result, operational noise would not be audible at the nearest sensitive receptor. In addition, it is assumed that a maintenance crew would inspect the lift station and perform repairs once per month. Vehicle traffic associated with facility maintenance would not result in a noticeable increase in traffic noise. Therefore, noise impacts related to operational activities would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction Vibration. Construction can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish with distance from the source. Construction on the project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The FTA has published standard vibration velocities for construction equipment operations. As previously noted, County Development Code Section 83.01.090(A), Vibration Standard, sets a ground vibration standard of 0.2 in/sec peak particle velocity (PPV). No ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to 0.2 in/sec PPV measured at or beyond the lot line.

Table 4.9: Typical Construction Equipment Vibration Levels, lists vibration levels of typical construction equipment at 25 feet and 512 feet (the distance to the nearest sensitive receptor). As indicated in **Table 4.9**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during Project construction range from 0.003 to 0.089 in/sec PPV at 25 feet and 0.00003 to 0.001 in/sec PPV at 512 feet from the source of activity.

Table 4.9: Typical Construction Equipment Vibration Levels

Equipment	Peak Particle Velocity at 25 Feet (in/sec)	Peak Particle Velocity at 512 Feet (in/sec)
Large Bulldozer	0.089	0.001
Caisson Drilling	0.089	0.001
Loaded Trucks	0.076	0.0008
Jackhammer	0.035	0.0004
Small Bulldozer/Tractors	0.003	0.00003
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.		

Table 4.9 shows that at the 25 feet from construction activity, the vibration velocities from construction equipment would not exceed 0.089 in/sec PPV, which is below the County's 0.2 in/sec PPV threshold. Therefore, vibrations velocities at 512 feet from the Project would also be below the County's threshold. Therefore, vibration impacts associated with Project construction would be less than significant.

Operational Vibration

Once operational, the Project would not be a significant source of groundborne vibration. As a result, operational impacts would be less than significant in this regard.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The closest airport from the Project is Hesperia Airport located approximately nine miles to the northwest. The Project is not within 2.0 miles of a public airport or within an airport land use plan. Additionally, there are no private airstrips located within the Project vicinity. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

Cumulative Impacts

Project construction noise levels would not exceed the FTA's 80 dBA residential construction noise threshold. Construction noise would be temporary and would cease upon completion of construction activities. The Project would contribute to other proximate construction projects noise impacts if construction activities were conducted concurrently. However, based on the noise analysis above, the Project's construction-related noise impacts would be less than significant with mitigation incorporated.

Construction activities at other planned and approved projects near the Project site would be required to comply with applicable County rules related to noise. Construction noise impacts are by nature localized. Based on the fact that noise dissipates as it travels away from its source, noise impacts would be limited to the Project site and vicinity. Therefore, Project construction would not result in a cumulatively considerable contribution to significant cumulative impacts, assuming such a cumulative impact existed, and impacts in this regard are not cumulatively considerable.

Cumulative operational noise impacts describe how much noise levels are projected to increase with the development of the proposed Project and other foreseeable projects. The Project would not be a source of operational noise because the Project's operational components are enclosed and located underground. As a result, the Project would not contribute to a cumulatively significant operational noise impact.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
14. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. The Project would not induce substantial unplanned population growth since the Project does not propose residential uses and would only serve to improve the existing uses that surround the Project site. In addition, the Project would not indirectly induce unplanned population growth since the Project does not include any roadway and the infrastructure improvement would only benefit the existing surrounding development. As such no impact would occur.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project site is mostly undeveloped and does not contain any housing units. As such, the construction of replacement housing is not necessary, and no impact would occur.

Cumulative Impacts

As concluded above, the Project would not induce unplanned population growth in the area, either directly or indirectly, nor displace substantial numbers of existing people or housing. Therefore, the Project would not contribute a cumulative impact concerning population and housing.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
15. PUBLIC SERVICES. Would the project:				
a) 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:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

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:

i) Fire protection?

No Impact. The Project site receives fire protection services from the San Bernardino County Fire Department (SBCFD). The Project site is located in the Mountain Region of the County, which is served by SBCFD Division 3.[47] The Project site would be primarily served by Lake Gregory Station 29 located at 24538 Lake Drive, Crestline, CA 92325, which is approximately 1.5 miles south of the Project site. In fiscal year 2021-22, SBCFD had total staff of 1,064 County fire personnel, 650 of whom were fire suppression personnel.[48] The Project would not incrementally increase demand for fire protection services, because the Project would not induce population growth. Therefore, there would be no impact to police protection services.

[47] Placeworks. 2020. *Draft EIR San Bernardino Countywide Plan – Section 5.14 Public Services*. Pg. 5.14-2. Available at: https://countywideplan.com/wp-content/uploads/sites/68/2021/02/NR-4-Mineral-Resources-Zones-201027.pdf (accessed September 2023).

[48] San Bernardino County Fire. 2022. *Annual Report (FY21-22) At a Glance*. Available at: https://sbcfire.org/annualreports/fy-21-22/at-a-glance/ (accessed September 2023).

ii) Police protection?

No Impact. The Project site receives police protection services from the San Bernardino County Sheriff's Department (SBCSD). The Project site would be served by the Twin Peaks Patrol Station located at 26010 CA-189, Twin Peaks, CA 92391, approximately two miles from the Project site. The Project would not incrementally increase the demand for police protection services over the existing conditions.

iii) Schools?

No Impact. The Project does not propose any residential uses that would generate new permanent residents. Additionally, the Project's employment growth would be incremental since the Project would only benefit existing developments in the surrounding area and does not propose new development that would result in the permanent relocation of people to the area. Therefore, no impacts associated with schools would occur with the development of the Project.

iv) Parks?

No Impact. Refer to the Recreation Section below. The Project does not propose residential uses or significant employment growth that would necessitate the need for additional parks. No impact would occur.

v) Other public facilities?

No Impact. Other public facilities in the area such as government facilities like libraries, would not be adversely impacted because the Project does not induce population growth, or propose additional residential uses. Therefore, Project-related impacts to other public facilities would not occur.

Cumulative Impacts

As concluded above, the Project would not impact fire and police protection services, schools, parks, and other public facilities since the Project would not generate population growth. As such, the Project, in conjunction with cumulative development, would not result in cumulatively considerable impacts to public services or facilities.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
16. 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?				X
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?				X

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact (a-b). The Project consists of a sewer lift station and pipeline. This Project would not increase the use of existing neighborhood or regional parks or other recreational facilities since the Project does not propose residential uses and would not generate substantial population growth that would result in the accelerated substantial physical deterioration of a park or recreational facility. In addition, the Project does not propose recreational facilities, nor would it entail the expansion of an existing recreational facility. As such, no impact would occur.

Cumulative Impacts

The Project would not result in an increased use of recreational facilities or require construction or expansion of existing recreational facilities. Therefore, no cumulative impacts on recreational facilities would result from Project implementation.

Transportation

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

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less than Significant Impact. The Project would be consistent with the Countywide Plan land use designations and zoning classifications. Accordingly, the Project would be consistent with the goals, policies, and design standards for the type of development proposed by the Project. The proposed Project would not conflict with the County's circulation system, bicycle, mass transit, or pedestrian facilities. Accordingly, the proposed Project would comply with all applicable traffic and circulation goals and policies set forth in the Countywide Plan. Therefore, a less than significant impact would occur.

b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less than Significant Impact. SB 743 was approved by the California legislature in September 2013. SB 743 requires changes to the CEQA, specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "level of service" (LOS) for evaluating transportation projects. OPR has updated guidelines for CEQA and written a technical advisory for evaluating transportation impacts in CEQA and has set a deadline of July 1, 2020 for local agencies to update their CEQA transportation procedures. OPR has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The City has adopted new Transportation Impact Guidelines and now relies on VMT as the measure for determining a project significant transportation impact under the CEQA process.

The County's VMT Guidelines (July 2019) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-

significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following criteria:

1. Project Type Screening
2. Transit Priority Area (TPA) Screening
3. Low VMT Areas Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation. The screening thresholds were reviewed and evaluated for this Project.

Under project type screening, projects which would generate fewer than 110 daily trips would be screened from VMT requirements. The Project proposes the construction of a sewer lift station to collect and discharge wastewater from the surrounding area to the nearby CSD facility. The Project would not require and does not propose daily maintenance activity and would therefore not generate daily trips. After construction, it is not anticipated that the Project would increase the VMT in the vicinity of the Project site. Therefore impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The Project does not incorporate any hazardous or incompatible uses. Vehicular access to the Project site would be via Houston Drive. The Project would not generate increased vehicular traffic. Furthermore, the Project would only convey discharged wastewater to the nearby CSD facility, which is not an incompatible use, and would not be hazardous due to its design. Therefore, there would be no impact.

d) Result in inadequate emergency access?

Less than Significant Impact. The Project proposes the construction of a sewer lift station to collect and discharge wastewater to the nearby CSD facility. The Project's construction is not expected to significantly impact emergency access around the site perimeter. Additionally, if any road closures (complete or partial) were to occur, the SBCFD and SBCSD would be notified of the construction schedule and any required detours would allow emergency vehicles to use alternate routes for emergency response. Therefore, the impact on emergency access would be less than significant.

Cumulative Impacts

As discussed, above based on the County's VMT guidelines, specific projects would be screened out of a VMT analysis. As concluded above, the Project would be less than 50,000 square feet and therefore, meets the land use type screening threshold. Therefore, a less than significant cumulative impact would occur regarding VMT.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
18. TRIBAL CULTURAL RESOURCES. Would the project:				
a) 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				
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)?		X		
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?		X		

a) 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:

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)?

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?

Less than Significant Impact. As part of analysis for the Project and in accordance with AB 52, the County sent invitation letters to tribal contacts provided by the NAHC. On December 14th, 2023, the Project completed tribal outreach with tribes potentially impacted or interested in the Project. Of the tribes contacted, the Yuhaaviatam of San Manuel Nation (YSMN) responded to the consultation noting no concerns with the Project's implementation as currently planned, but requested mitigation measures be added to ensure potential Project impacts to cultural and tribal resources are less than significant (See **MM TCR-1** and **MM TCR-2** below).

Evidence collected during the creation of the CRA indicated a lack of tribal cultural resources, thereby minimizing potential for the discovery of previously undocumented cultural resources within the Project area. However, Standard Condition No. 1 from Public Resources Code Section 5097.98 would be implemented to ensure that any tribal cultural resource encountered during Project development would be handled correctly and respectfully.

With the implementation of Mitigation Measures **MM TCR-1**, **MM TCR-2,** and **MM CUL-1** through **MM CUL-2**, impacts to tribal cultural resources are anticipated to be less than significant.

Mitigation Measures

MM TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in **MM CUL-1**, of any pre-contact and/or historic-era 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.

MM TCR-2: 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.

Cumulative Impacts

The Project would not result in significant tribal cultural resources impacts within the Project footprint. As such, the Project would not result in cumulatively considerable impacts to tribal cultural resources.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
19. 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 facilities, the construction or relocation of which could cause significant environmental effects?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
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?				X
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?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Less than Significant Impact. The Project proposes the construction of a sewer lift station to collect and discharge wastewater to the near-by sewer system that is owned and operated by CSD. The Project site would be served by Southern California Edison (SCE) and connect to existing electricity lines. It is not anticipated that the extension of services would require the construction of any new off-site power facilities to serve the Project site. It is also not anticipated that new or expanded gas supply facilities would be required to serve the site. Lastly, the Project would not require extension of existing public telecommunication services. Although the Project would install an antennae tower specifically for the lift station, the tower would be solely for site-specific private uses and would not

require connection with existing public telecommunication facilities or infrastructure. Therefore, impacts would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less than Significant Impact. The Project proposes the construction of a sewer lift station to collect and discharge wastewater to the near-by sewer system that is owned and operated by CSD. While some water may be required during construction or operations of the Project, used for cleaning and maintenance, the water demand would not exceed the amount of available water supplies. Therefore, there would be sufficient water supplies to serve the Project, and a less than significant impact would occur.

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?

No Impact. The project proposes the construction of a sewer lift station to collect and discharge wastewater to the near-by sewer system that is owned and operated by CSD. In 2022 the CSD collected, treated, and discharged 206.8 million gallons of wastewater in 2022.[49] Therefore, the Project would not result in the relocation or construction of new or expanded wastewater facilities.

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?

No Impact. The County has contracted Burrtec to provide waste disposal services to the unincorporated County area the Project site is in.[50] Burrtec collects non-hazardous waste and transports waste to the Material Recovery, Transfer, and Disposal Location in the City to recycle and divert materials from the waste stream prior to being sent to the landfill. The Project proposes construction of a sewer lift station to collect and discharge wastewater to the near-by sewer system that is owned and operated by CSD. It is not anticipated that during operation the Project would generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure. Therefore, there would be no impact.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

No Impact. The Project proposes construction of a sewer lift station to collect and discharge wastewater to the near-by sewer system that is owned and operated by CSD. Construction of the Project would comply with all applicable state, and local regulations and reduction goals concerning solid waste. The County is required to comply with AB 939 and AB 341 which requires that 75 percent of County waste is diverted from landfills.[51] Compliance with all applicable state and local

[49] Crestline Sanitation District. 2022. *Crestline Sanitation District 2022 Annual Report*. Available at: https://crestlinesanitation.com/wp-content/uploads/2023/04/Annual-Report-2022.pdf (accessed October 2023).
[50] San Bernardino County. 2023. *Waste Haulers in Unincorporated Areas*. Available at: https://dpw.sbcounty.gov/solid-waste-management/waste-hauler/ (accessed October 2023).
[51] Placeworks. 2019. *Draft Environmental Impact Report for the San Bernardino Countywide Plan*. Pg. 5.18.57. https://countywideplan.com/wp-content/uploads/sites/68/2021/01/Ch_05-18-USS.pdf (accessed October 2023).

solid waste disposal standards would ensure that the Project's potential solid waste generation to waste disposal facilities during construction is reduced. Therefore, there would be no impact in this regard.

Cumulative Impacts

Cumulative impacts are determined on a project-specific basis. As concluded above, all Project impacts concerning utilities and service systems would be less than significant in consideration of compliance with existing laws, regulations, and standards. Consistent with the Project, all cumulative projects would be subject to the County's discretionary review process and would comply with existing laws, regulations, and standards, and/or implement mitigation to fully mitigate their contributions concerning utilities and services systems. Therefore, there are no significant cumulative impacts anticipated associated with public utilities and service systems, and the Project's contribution toward potential future utility and service system impacts in the County is not cumulatively considerable.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
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?				X

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. Per the CAL FIRE Fire Hazard Severity Zones Map the Project site is located in a very high fire hazard severity zone (VHFHSZ) and a State Responsibility Area (SRA).[52] The Project site is located in a SRA which means that the state is responsible for wildfire protection. However, the Project would not cause any impacts.

The Project proposes a lift station and pipeline. The Project would not impair an adopted emergency response plan or emergency evacuation plan. The area surrounding the Project site is fully developed with existing roadways. Primary access to the Project site is provided via two existing roadways Houston Drive to the west and Edelweiss Drive to the east. As shown in the Countywide Plan Policy Map PP-2 Evacuation Routes, Houston Drive and Edelweiss Drive are not identified as evacuation routes and as such, would not be directly impacted during Project construction or operation. Furthermore, the Project Applicant would be required to submit all plans to each applicable County Department, including the SBCFD, for review of emergency access for emergency vehicles, in compliance with the California Fire Code. As discussed above, the Project site is surrounded by existing development and established roadways. Project construction and operation

[52] CAL FIRE. (2023). *Fire Hazard Severity Zones in State Responsibility Area*. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 (accessed September 2023).

activities is not anticipated to create wildfire impacts that would substantially impair an emergency response plan or emergency evacuation plan. Therefore, no impact would occur in this regard.

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?

No Impact. As discussed above the Project proposes construction of a sewer lift station and a pipeline, there would be no Project occupants. The Project does not propose a development that would expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The Project site is undeveloped, but is surrounded by low density residential uses to the east and west, open space to the north, and commercial uses to the south.[53] Additionally, Project plans would be reviewed by the County prior to issuance of a permit. Therefore, no impact would occur in this regard.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above the Project site is located in a VHFHSZ and a SRA. However, the Project proposes the construction of a sewer lift station. This would not require the installation or maintenance of additional infrastructure such as roads, fuel breaks, emergency water sources, power lines, or other utilities that may exacerbate fire risk. The Project site is surrounded by residential development and open space. Therefore, it is not anticipated that the Project would increase the risk of wildfire or generate environmental impacts.

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?

No Impact. The Project site is located in a VHFHSZ and a SRA. However, the Project proposes the construction of sewer lift station and pipeline. The Project does not propose residential development and would not induce growth. The Project's impacts to people or structures due to downslope or downstream flooding or landslides, as a result of runoff, or drainage changes were identified and evaluated in **Hydrology and Water Quality** and **Geology and Soils**. No impact would occur in this regard.

Cumulative Impacts

As concluded above, the Project in terms of wildfire hazards, would not contribute to an increase in other impacts including pollution, flooding, and emergency access and evacuation. Since the Project would not have any wildfire-related impacts, the Project would not contribute to any potential cumulative impact. The Project site is undeveloped, but is located in a residential area within the County. Additionally, similar to the Project, all cumulative development within the County would be subject to the County's discretionary review process, and would be required to conform to all applicable state, and local regulations and design standards and guidelines to minimize impacts concerning wildfire hazards. Since

[53] County of San Bernardino. 2020. *LU-1 Land Use Map*. Available at: https://www.arcgis.com/apps/webappviewer/index.html?id=f23f04b0f7ac42e987099444b2f46bc2 (accessed September 2023).

the Project would not result in incremental effects to wildfire when considered with other cumulative development, the Project's cumulative wildfire related impacts would be less than significant.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues		Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
21.	**MANDATORY FINDINGS OF SIGNIFICANCE. Does the project:**				
a)	Have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		X		
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)?			X	
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a) Have the potential to substantially 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, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact with Mitigation. All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this IS/MND. Throughout this IS/MND, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this IS/MND, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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)?

Less than Significant Impact. As discussed throughout this IS/MND, the Project would not contribute to a cumulatively considerable impact to the environment. As such, the Project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less than Significant Impact. The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this IS/MND. It was determined that construction and operation of the Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant.

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