

Initial Study/Mitigated Negative Declaration

San Bernardino County Department of Public Works

Pine View Drive Blue Water Channel
Big Bear City, CA

Lead Agency



San Bernardino County
Department of Public Works
825 E. Third Street
San Bernardino, Ca 9415-0835

Technical assistance provided by:



Lilburn Corporation
1905 Business Center Drive
San Bernardino, CA 92408

July 2024

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ACRONYMS

AB	Assembly Bill
AQMP	Air Quality Management Plan
BACM	Best Available Control Measures
BACT	Best Available Control Technology
BMP	Best Management Practices
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
Cfs	Cubic feet per second
CFR	Code of Federal Regulations
CH₄	Methane
CO	Carbon Monoxide
CO₂	Carbon Dioxide
CQA	Construction Quality Assurance
EA	Environmental Assessment
EIR	Environmental Impact Report
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
MTCO_{2e}	Metric Tons of CO ₂ equivalent
MRZ	Mineral Resource Zone
NEPA	National Environmental Policy Act
N₂O	Nitrous Oxide
NO_x	Nitrous Oxides
OPR	Office of Planning and Research
PM	Particulate Matter
PVC	Polyvinyl chloride
PVDBWCP	Pine View Drive Blue Water Channel Project
ROG	Reactive Organic Gases
RWQBC	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SMBMI	San Manuel Band of Mission Indians
SWPPP	Stormwater Pollution Prevention Program
TCR	Tribal Cultural Resources
USACE	United States Army Corps of Engineers
USGS	United States Geological Survey
VMT	Vehicle Miles Traveled
WDR	Waste Discharge Requirements
YSMN	The Yuhaaviatam of San Manuel Nation (Formerly SMBMI)

SECTION 1 – INTRODUCTION

Background

The San Bernardino County Department of Public Works (County) has received reports from Big Bear City residents of flooding within their properties during larger storm events in the area south of Big Bear City Airport along Pine View Drive and Sugarloaf Boulevard. To meet the need of the residents, the County proposes to improve the Blue Water Channel with a bioswale on the southside of the Big Bear airport, and pavement rehabilitation along Pine View Drive with a swale longitudinal to the road with the purpose of directing flows away from residential properties.

SECTION 2 – REGULATORY FRAMEWORK

The County has identified that the Pine View Drive Blue Water Channel Project (PVDBWCP) meets the California Environmental Quality Act (CEQA) Guidelines Section 15378 definition of a Project. CEQA Guidelines Section 15378 defines a Project as the following:

"Project" means the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment."

In accordance with CEQA (Public Resources Code Sections 21000-21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the implementation of the PVDBWCP ("Project" or "Proposed Project"). In accordance with Section 15063 of the State CEQA Guidelines, this Initial Study is a preliminary analysis prepared by the County to inform decision makers, other affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

Initial Study Organization

This Initial Study is organized as follows:

Introduction: Provides the regulatory context for the review along with a brief summary of the CEQA process.

Project Information: Provides fundamental Project information, such as the Project description, Project location and figures.

Lead Agency Determination: Identifies environmental factors potentially affected by the Project and identifies the Lead Agency's determination based on the initial evaluation.

Negative Declaration/Mitigated Negative Declaration: Prepared when a determination can be made that no significant environmental effects will occur because revisions to the Project have been made or mitigation measures will be implemented, which will reduce all potentially significant impacts to less than significant levels.

Evaluating Environmental Impacts: Provides the parameters the Lead Agency uses when determining level of impact.

CEQA Checklist: Provides an environmental checklist and accompanying analysis for responding to checklist questions.

References: Includes a list of references and various resources utilized in preparing the analysis.

SECTION 3 – DETAILED PROJECT DESCRIPTION

The Proposed Project has been designed by the County to alleviate impacts from historical flooding on surrounding properties. The Proposed Project is referred to as the PVDBWCP. The Proposed Project is located in the unincorporated community of Big Bear City, south of the Big Bear City Airport (see Figure 1 – Regional Location). The improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and a bioswale for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport (see Figure 2 – Proposed Footprint).

The Proposed Project will increase the hydraulic capacity of the Blue Water channel on the south side of Big Bear City Airport from Division Drive to Valley Boulevard. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will vary from earthen to concrete as appropriate and also be amended to serve as a water quality bioswale. Additionally, the 90 degree turn where the drainage meets the Big Bear City Airport will be widened and constructed with a reduced angle to allow for proper drainage. Pavement rehabilitation will occur on Pine View Drive to Sugarloaf Boulevard, and the portion of Pine View Drive from Aeroplane Boulevard to Country Club Boulevard will be paved (previously paved but deteriorated down to dirt/gravel).

Grading for the Proposed Project would involve approximately 13,000 cubic yards (CY) of cut, on-site fill of approximately 930 CY, and an import of aggregate base materials of approximately 360 CY.

Final material staging areas would be determined by the Contractor and cleared by the County, however, the following areas would likely be impacted: (see Figures 3a, 3b, and 3c – Environmental Impact Map):

- Fairway Boulevard between Pine View Drive and Kiener Drive
- The airport / south plane parking stalls
- County parcels that extend the north-south roads to the south of Fairway Boulevard

The construction schedule is estimated to be approximately 8 months and is anticipated to occur from January 2025 to July 2025.

Project Location

The Proposed Project is located within Sections 14 and 15, Township 2N, Range 1E, San Bernardino Baseline and Meridian (SBB&M) shown on the Big Bear USGS 7.5" Quadrangle. Latitude/Longitude ranges from 34°15'45.66"N; 116°51'56.69"W to 34°15'45.66"N; 116°51'16.66"W along the airport and from 34°15'45.62"N; 116°51'33.36"W to 34°15'25.22"N; 116°51'29.25"W along Pine View Drive.

Assessor's Parcel Numbers adjacent to the alignment of the facilities are shown in Table 1 below.

Table 1
Property Adjacent to Project Alignment

Assessor's Parcel Numbers		
031123163	031106370	031106479
031105334	031105557	031105335
031105538	031105412	031105601
031105427	031105626	031107412
031107717	031107427	031107716
031107512	031107817	031107536
031107830	031107834	031107832

Assessor's Parcel Numbers		
031107836	031107809	031107808
031108721	031108720	031108719
031108718	031108717	031108716
031108715	031108752	031108712
031108739	031108748	031108751
031108749	031108704	031108703
031108746	031108901	031108612
031108534	031108532	031108436
031108415	031107627	031107633

Surrounding Land Uses

Surrounding land uses include the Big Bear City Airport, roadways, general commercial uses, storage yards, and residential uses. The San Bernardino County Countywide Plan land use designations include Public Facilities (PF), Commercial (C), and Low Density Residential (LDR). Zoning includes Bear Valley Institutional, Bear Valley/Single Residential (BV/SR), and Bear Valley/Service Commercial (BV/CS).



PROJECT SITE






LILBURN
CORPORATION

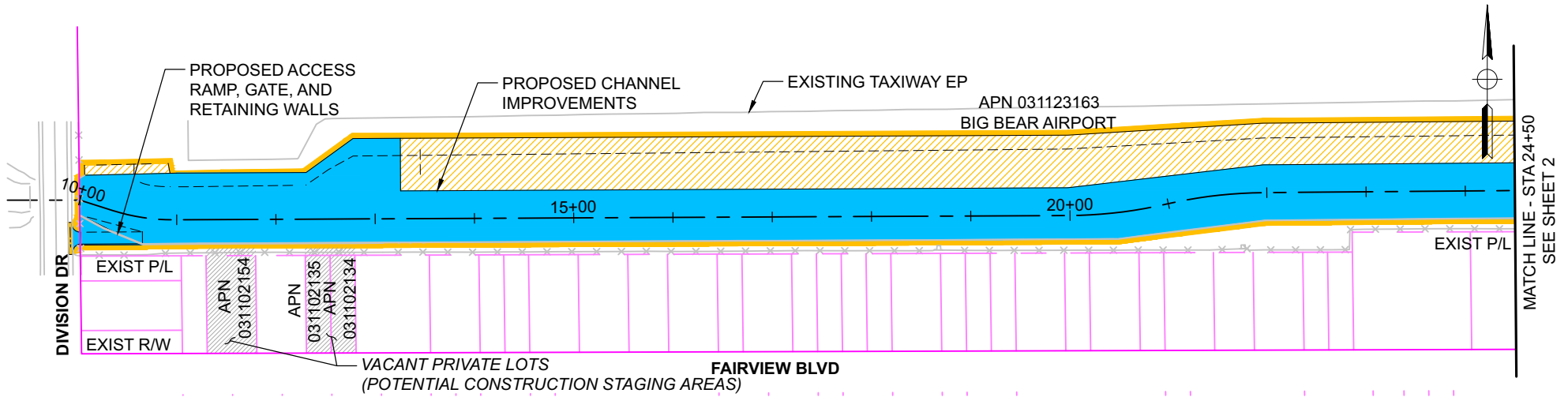
REGIONAL LOCATION

Pine View Drive Blue Water Channel
Big Bear City, California

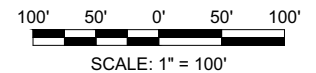
FIGURE 1



-  PERMANENT IMPACT AREA
THIS SHEET: 1.97 ACRES
-  TEMPORARY IMPACT AREA
THIS SHEET: 1.64 ACRES
-  TEMPORARY ACCESS AREAS FOR
CONSTRUCTION PURPOSES ONLY
(CONTRACTOR TO RESTORE
AFTER CONSTRUCTION)



SAN BERNARDINO COUNTY, DEPARTMENT OF PUBLIC WORKS
PINE VIEW DRIVE - BLUE WATER CHANNEL PROJECT
 ENVIRONMENTAL IMPACT MAP EXHIBIT - SHEET 1 OF 3



ENVIRONMENTAL IMPACT MAP

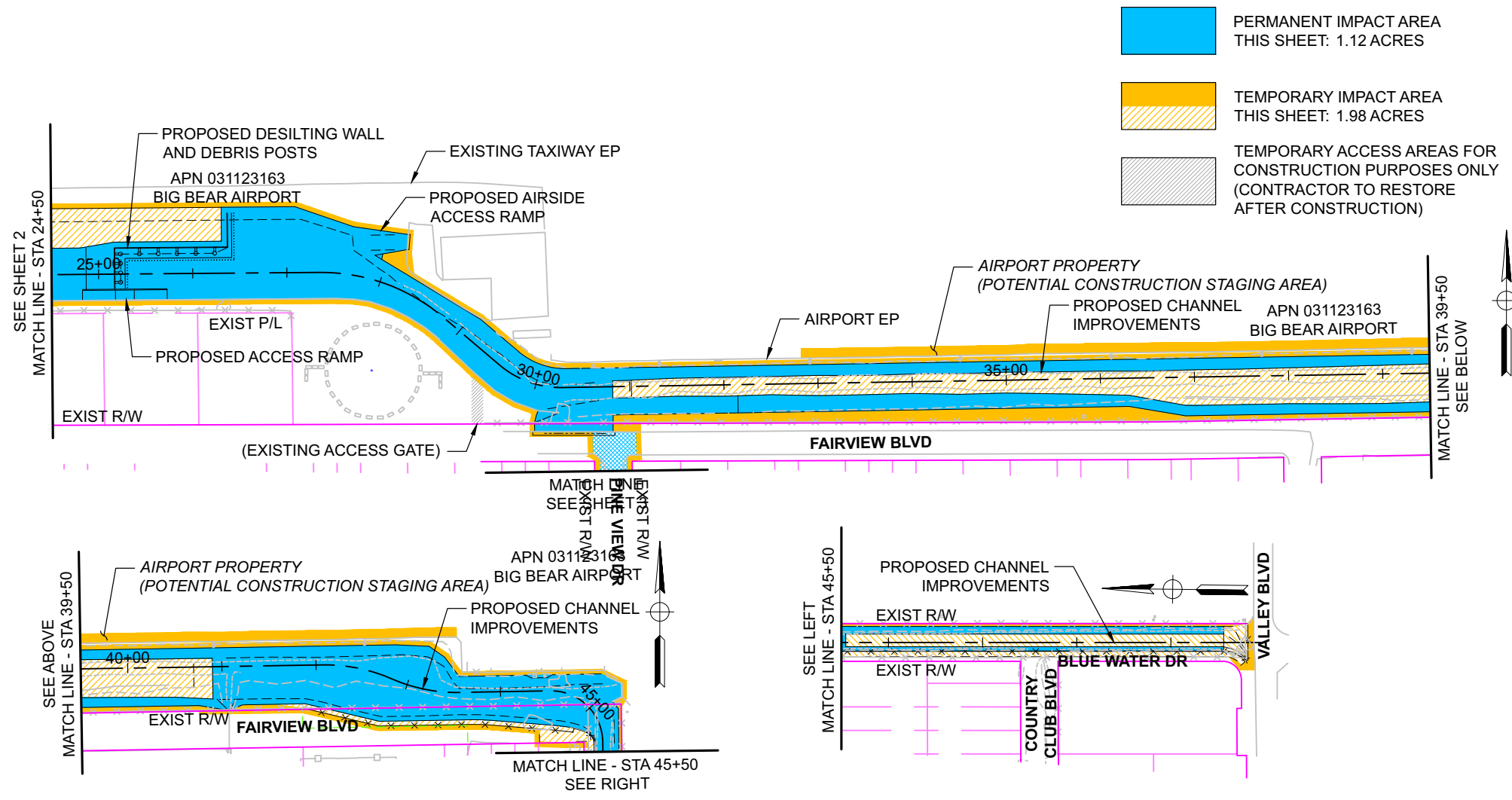
Pine View Drive Blue Water Channel
 Big Bear City, California

FIGURE 3a

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SAN BERNARDINO COUNTY, DEPARTMENT OF PUBLIC WORKS
PINE VIEW DRIVE - BLUE WATER CHANNEL PROJECT
ENVIRONMENTAL IMPACT MAP EXHIBIT - SHEET 2 OF 3

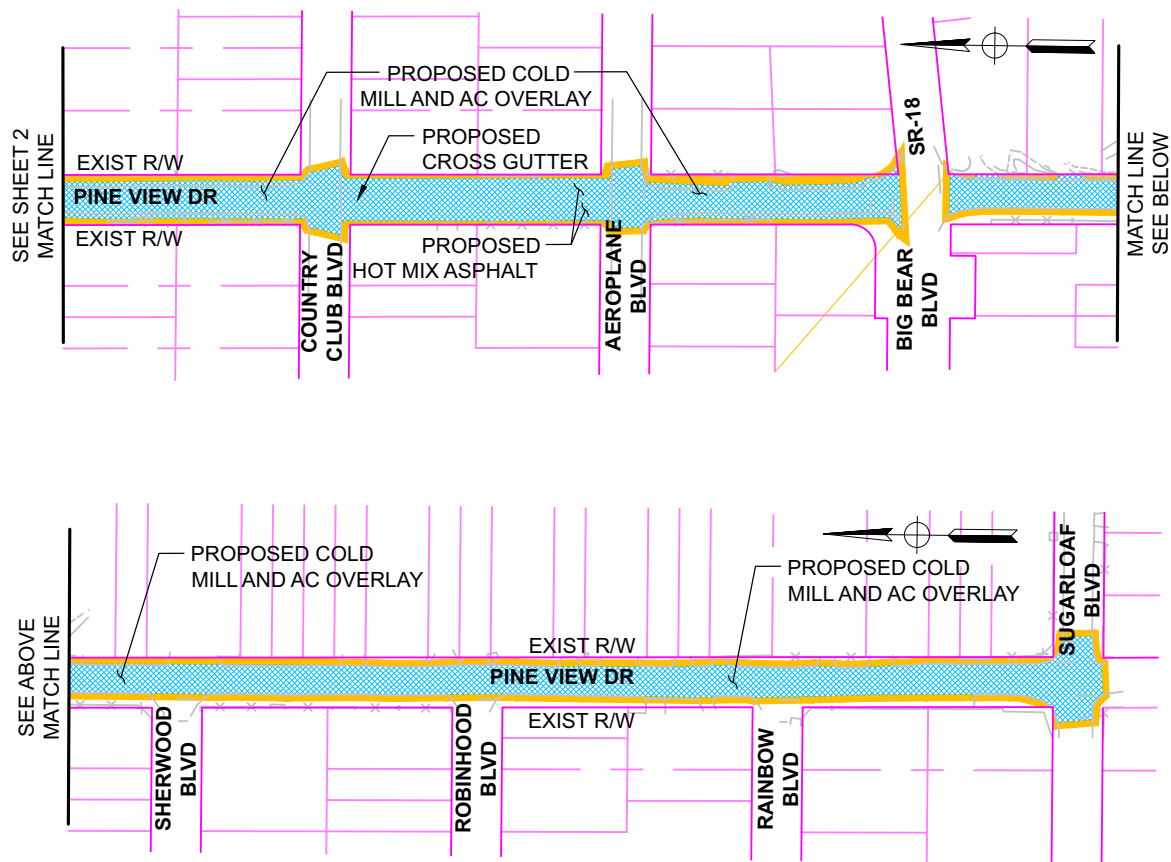





ENVIRONMENTAL IMPACT MAP

Pine View Drive Blue Water Channel
Big Bear City, California

FIGURE 3b

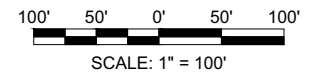
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-  PERMANENT IMPACT AREA
THIS SHEET: 1.06 ACRES
-  TEMPORARY IMPACT AREA
THIS SHEET: 0.39 ACRES
-  TEMPORARY ACCESS AREAS FOR
CONSTRUCTION PURPOSES ONLY
(CONTRACTOR TO RESTORE
AFTER CONSTRUCTION)



SAN BERNARDINO COUNTY, DEPARTMENT OF PUBLIC WORKS
PINE VIEW DRIVE - BLUE WATER CHANNEL PROJECT
ENVIRONMENTAL IMPACT MAP EXHIBIT - SHEET 3 OF 3



ENVIRONMENTAL IMPACT MAP

Pine View Drive Blue Water Channel
Big Bear City, California

FIGURE 3c

SECTION 4 – ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Pine View Drive Blue Water Channel Project
2. **Lead Agency Name:** San Bernardino County Department of Public Works
Environmental Management Division

Address: 825 East Third Street, Room 123
San Bernardino, CA 92415
3. **Contact Person:** Patrick Egle, Planner III
4. **Project Location:**
Topographic Quad (USGS 7.5"): Big Bear USGS 7.5" Quadrangle
Topographic Quad Coordinates: Sections 14 and 15, Township 2N, Range 1E, San Bernardino Baseline and Meridian
Latitude/Longitude 34°15'45.66"N; 116°51'56.69"W to 34°15'45.66"N; 116°51'16.66"W along the airport and from 34°15'45.62"N; 116°51'33.36"W to 34°15'25.22"N; 116°51'29.25"W along Pine View Drive
Site Access: N/A
5. **Project Sponsor:** San Bernardino County Department of Public Works
Environmental Management Division
Name and Address: 825 East Third Street, Room 123
San Bernardino, CA 92415
6. **Land Use Category:** Countywide Plan land use categories include PF, C, and LDR.

Zoning: Zoning includes BV/IN, BV/RS and BV/CS
7. **Project Description Summary:**

Details of the Proposed Project are further discussed in Section 3.

8. Environmental/Existing Site Conditions: Pine View Drive is currently an asphalt paved road with dirt shoulders that trend north-south. Surface drainage is by sheet flow to an existing swale located along the east side of Pine View Drive and is directed to the Bluewater Channel. The channel configuration is bounded by the airport taxiway to the north, and the residences and channel retaining wall to the south. The existing channel slopes are very mild. Currently, the existing culvert at Division Drive, consisting of four corrugated metal arch pipes, restricts the through capacity of the Bluewater Channel. The existing culvert group is estimated to have a capacity of approximately 800 cubic feet per second (cfs) before overtopping of the roadway begins to occur. This capacity restriction causes a backwatering effect in the channel, causing the water surface elevation during larger storms to rise to residential structure pad elevations to the south and to flood the taxiway.

9. Surrounding land uses and setting:

Surrounding land uses include the Big Bear City Airport, roadways, general commercial uses, storage yards, and residential uses. The San Bernardino County Countywide Plan land use designations include PF, C, and LDR. Zoning includes BV/IN, BV/RS, and BV/CS.

10. Other public agencies whose approval is required:

The following agencies are responsible for review and approval of the Proposed Project:

- RWQCB, Santa Ana Region
- California Department of Fish and Wildlife
- The U.S. Army Corps of Engineers

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

On November 21, 2022, the County sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code:

- San Manuel Band of Mission Indians (SMBMI, now known as The Yuhaaviatam of San Manuel Nation YSMN)
- Twentynine Palms Band of Mission Indians

Each recipient was provided a brief description of the Proposed Project, a map of its location, the lead agency representative's contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on December 21, 2022.

As a result of the initial notification letters, the San Bernardino County received the following responses:

- No response or request to consult was received from the Twentynine Palms Band of Mission Indians
- The YSMN replied that they would like to see the cultural report, Geotech report and project plan set. Those documents were provided on May 1, 2024

At the request of the YSMN, revisions to Mitigation Measures CR-1 and CR-2 and Mitigation Measures TCR-1 through TCR-3 (as provided in this Initial Study) shall be incorporated to ensure potential impacts to tribal cultural resources are reduced to the extent feasible. Based on these revisions, tribal consultation was formally closed on May 28, 2024.

12. Lead Agency Discretionary Actions:

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact requiring mitigation to be reduced to a level that is less than significant as indicated in the checklist on the following pages.

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

LEAD AGENCY DETERMINATION

On the basis of this initial evaluation, the following finding is made:

	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	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.
	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	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.
	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.



Signature

Arlene B. Chun, M.S., P.E.
Engineering Manager

July 2, 2024

Date

1. AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) Substantially degrade an 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 points.) 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

(Check ☐ if project is located within a view-shed of any Scenic Route listed in the General Plan):

Environmental Setting

The PVDBWCP is located in the unincorporated community of Big Bear City, just east of Big Bear Lake. Scenic views in the vicinity are of the San Bernardino Mountains and Big Bear Lake.

Impact Analysis

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

No Impact. Implementation of the PVDBWCP would not obstruct any scenic vista or open view to the public as the proposed changes are improvements to existing drainage facilities and roads. Moreover, the proposed improvements would be at ground-level or below, so scenic vistas would not be impacted. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Proposed Project intersects Highway 18 at Pine View Drive. Highway 18 is identified as a State Scenic Highway.¹ Pavement rehabilitation along Pine View Drive is proposed. Rehabilitation of the road would improve the long-term scenic qualities of this intersection while having no impact on surrounding scenic resources. Furthermore, there are no protected trees, rock outcroppings or historic buildings along the intersection of Pine View Drive and Highway 18 that would be impacted by construction. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

¹ San Bernardino Countywide Plan, NR-3 Scenic Routes & Highways Accessed August 30, 2023.

- c) *Substantially degrade an 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

No Impact. The Project Site is not located within an urbanized area as defined under PRC 21071² As stated previously, pavement rehabilitation along Pine View Drive is proposed. Rehabilitation of the road would improve the long-term scenic qualities of this intersection while having no adverse impact of the visual character experienced by the public. A bioswale is proposed for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will vary from earthen to concrete will also be amended to serve as a water quality swale. The portion of Pine View Drive from Aeroplane Boulevard to Country Club Boulevard will be paved (previously paved but deteriorated down to dirt/gravel). Although these features would change the visual character of the area, the change would not be degrading. The widening of the Blue Water channel bottom would not be viewable by the public. The Proposed Project will not substantially degrade the existing visual character of the site and its surroundings. No portion of the Proposed Project would be visible as all improvements would be underground or at-grade and adjacent to existing roadways. No impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. No new light sources would occur during construction as such activities will be conducted during daylight hours. Operational activities would not require lighting and therefore would not create a new source of light. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None Required

Aesthetic Impact Conclusions:

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

² Office of Planning and Research. Site Check <https://sitecheck.opr.ca.gov/> . Accessed March 4, 2024.

2. AGRICULTURE AND FORESTRY RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

(Check ☐ if project is located in the Important Farmlands Overlay):

Environmental Setting

The Proposed Project is not designated a prime agricultural soil by the U.S. Department of Agriculture, Soil Conservation Service's (SCS) Soil Survey of San Bernardino County, Southwestern part, California. No agricultural activities are known to have occurred along the proposed areas of disturbance. The Proposed Project is within a region surrounded by the San Bernardino National Forest and is located

0.2 mile north of the nearest forest land, but no part of the channel or road improvements occur within designated forest land.

Impact Analysis

- 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?*

No Impact. The proposed areas of disturbance would occur within the public right of way and within parcels zoned BV/IN and BV/CS. The PVDBWCP Site and surrounding area are not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency.³ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The proposed areas of disturbance would occur within the public right of way and within parcels zoned BV/IN and BV/CS. The proposed improvements would not occur on land zoned for agricultural use. In addition, the improvements would not occur on land under a Williamson Act contract.⁴ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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))?*

No Impact. Implementation of the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production as the proposed areas of disturbance would occur within the public right of way and within parcels zoned BV/IN and BV/CS. The proposed improvements would not occur on land zoned for forest land. The PVDBWCP does not include forest land or timberland. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Project Site does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

- 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. The proposed areas of disturbance do not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. Furthermore, the improvements would occur on previously disturbed land. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

³California Department of Conservation, California Important Farmland Finder. Accessed October 10, 2023.

⁴ San Bernardino County Assessor Record County Clerk. Assessor Property Information – Parcels Under Open Space Contract Report 6/30/2023. Accessed March 4, 2024.

Mitigation Measures:

None Required

Agriculture and Forestry Services Impact Conclusions:

No potentially significant adverse impacts are identified or anticipated and no mitigation measures are required.

3. AIR QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				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	

Environmental Setting

The PVDBWCP is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. To assist local agencies to determine if a project's emissions could pose a significant threat to air quality, the SCAQMD has published its CEQA Air Quality Handbook (CEQA Handbook).

Impact Analysis

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

No Impact. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2022) was developed to address the requirements for meeting this standard and was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2022 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The Proposed Project is neither growth-inducing nor does it require a General Plan Amendment. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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. The construction activities would require earthmoving, material handling, and material export. These activities were screened for emission generation using SCAQMD “Air Quality Handbook” guidelines, SCAQMD Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (2024) and SCAQMD Off-Road Mobile Source Emissions Factors (2024). These tables are used to generate emissions estimates for development projects. The criteria pollutants screened for included: reactive organic gases (ROG), nitrous oxides (NO_x), carbon monoxide (CO), and particulates (PM₁₀ and PM_{2.5}). Two of these, ROG and NO_x, are ozone precursors. See Appendix A for Air Quality Emissions Calculations.

The Proposed Project emissions are considered short-term, temporary emissions and were calculated based on the estimated construction parameters listed below. The resulting emission levels as compared to SCAQMD thresholds are shown in Tables 2, 3, and 4.

Material Export (Street Legal Haul Trucks)

- 32 trips per day
- 26-mile haul trip (52 miles round trip)
- 2 months or 40 days

Road Improvement Construction

- 3 months or 60 days

Channel Improvement Construction

- 3 months or 60 days

Typical daily equipment for construction:

- 1 Backhoe
- 1 Excavator
- 1 Paver
- 1 Paving Equipment
- 1 Dozer
- 1 Roller
- 1 Crane
- 1 Forklift

Table 2
Material Export Criteria Pollutant Emissions
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Haul Trucks	0.7	7.8	3.6	0.4	0.4
Dozer	1.4	9.4	5.5	0.4	0.4
Misc. Construction Eq	0.7	3.6	5.6	0.1	0.1
Totals (lbs/day)	3.1	20.8	14.7	0.9	0.9
SCAQMD Threshold	75	100	550	150	55
Significant	No	No	No	No	No

Source: Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (2024)

Table 3
Road Construction Criteria Pollutant Emissions
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Backhoe	0.3	1.6	2.9	0.1	0.1
Excavator	0.5	2.0	4.1	0.1	0.1
Misc. Construction Eq	0.7	3.6	5.6	0.1	0.1
Misc. Material Handling Eq	0.6	3.4	3.5	0.1	0.1
Paver	0.6	3.3	3.8	0.2	0.2
Paving Equipment	0.5	2.8	3.2	0.2	0.2
Totals (lbs/day)	3.2	16.7	23.0	0.7	0.7
SCAQMD Threshold	75	100	550	150	55
Significant	No	No	No	No	No

Source: SCAQMD Off-Road Mobile Source Emissions Factors (2024)

Table 4
Channel Construction Criteria Pollutant Emissions
(Pounds per Day)

Source	ROG	NO _x	CO	PM ₁₀	PM _{2.5}
Dozer	1.4	9.4	5.5	0.4	0.4
Backhoe	0.3	1.6	2.9	0.1	0.1
Roller	0.3	2.2	3.0	0.1	0.1
Crane	0.6	3.7	3.0	0.1	0.1
Forklift	0.2	0.8	1.7	0.0	0.0
Misc. Construction Eq	0.7	3.6	5.6	0.1	0.1
Totals (lbs/day)	3.5	21.2	21.6	0.8	0.8
SCAQMD Threshold	75	100	550	150	55
Significant	No	No	No	No	No

Source: SCAQMD Off-Road Mobile Source Emissions Factors (2024)

No operational emissions, beyond maintenance vehicles traveling to the site, would occur. As shown in Tables 2, 3, and 4, Proposed Project construction emissions would not exceed SCAQMD thresholds. Therefore, less than significant impact is anticipated.

Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds during construction activities, the County is required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀). The Proposed Project shall comply with Rules 402 Nuisance, and 403 Fugitive Dust, which require the implementation of Best Available Control Measures (BACM) for each fugitive dust source; and the AQMP, which identifies Best Available Control Technologies (BACT) for area sources and point sources, respectively. This would include, but not be limited to the following BACMs and BACTs:

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

1. To reduce emissions, all equipment used in earthwork must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
2. The project proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
3. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
4. The operator shall comply with all existing and future CARB and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

Implementation of the Proposed Project would not exceed the SCAQMD significance thresholds for construction activities. No operational emissions, beyond maintenance vehicles traveling to the site, would occur. Although there would be emissions from vehicles and equipment during construction, the emissions would be temporary, of short duration, and below the established thresholds. In addition, Proposed Project emissions of particulate matter would be reduced by implementing BACMs, as outlined in SCAQMD dust control Rules 402 - Nuisance and 403 - Fugitive Dust. The Proposed Project would not generate long-term emissions of criteria pollutants that would exceed thresholds and would therefore not cause a cumulatively considerable increase in criteria pollutants. A less than significant impact is identified, and no mitigation measures are proposed.

c) *Expose sensitive receptors to substantial pollutant concentrations?*

Less than Significant Impact. The Proposed Project is located in a primarily residential area. Sensitive receptors are defined as being residences, schools, daycare centers, playgrounds and medical facilities and residential uses exist adjacent to the Project Site. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using SCAQMD significance thresholds:

- Any industrial project within 1000 feet;
- A distribution center (40 or more trucks per day) within 1000 feet;
- A major transportation project (50,000) or more vehicles per day) within 1000 feet;
- A dry cleaner using perchloroethylene within 500 feet;
- A gasoline dispensing facility within 300 feet.

The Proposed Project is improvements to the Pine View Drive Blue Water Channel, pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard, and a bioswale for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport. The Proposed Project is not a project type as listed above. As demonstrated in b), the Proposed Project emissions are considered short-term, temporary emissions that when compared to SCAQMD thresholds are less than significant. Substantial pollutant concentration impacts to sensitive receptors are not anticipated. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. Proposed Project construction activities would take place in a primarily residential area. Potential sources that may emit odors during construction activities include equipment diesel exhaust and the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process would be short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor-producing materials and completion of construction. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None Required

Air Quality Impact Conclusions:

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

4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 Wildlife 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 Wildlife or U.S. 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		

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

☐ Check if project is located in the Biological Resources Overlay or Contains habitat for any species listed in the California Natural Diversity Database

Environmental Setting

The vegetation on-site consists of a mixture of Onesided bluegrass – mat muhly – Douglas’ sedge moist meadow (*Poa secunda* – *Muhlenbergia richardsonis* – *Carex douglasii* Herbaceous Alliance), Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance), and ruderal vegetation with patchy bare ground. The site is currently being maintained for drainage (mowing and weeding). The neighboring parcels (north and south) although developed, have some native vegetation in the form of Jeffrey pine forest and woodland (*Pinus jeffreyi*) Forest & Woodland Alliance. Additionally, the portion of Stanfield Marsh immediately to the west contains Onesided bluegrass – mat muhly – Douglas’ sedge moist meadow (*Poa secunda* – *Muhlenbergia richardsonis* – *Carex douglasii* Herbaceous Alliance).

Impact Analysis

- 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 Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. A Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) report was prepared for the Proposed Project (July 2023, and updated July 2024) by Jennings Environmental, LLC (see Appendix B for report). According to the California Natural Diversity Database (CNDDB), California Native Plant Society’s Electronic Inventory (CNPSEI), and other relevant literature and databases, 104 sensitive species, 20 of which are listed as threatened or endangered, and 2 sensitive habitats, have been documented in the Big Bear Lake, Fawnskin, Big Bear City, and Moonridge quads. The Fawnskin, Big Bear Lake, and Moonridge quads were included in this search due to the site’s proximity to their borders. This list of sensitive species and habitats includes any State and/or federally listed threatened or endangered species, California Department of Fish and Wildlife (CDFW) designated Species of Special Concern (SSC) and otherwise Special Animals. The BRA includes an analysis of the likelihood for the occurrence of all CNDDB sensitive species documented. The analysis takes into account species range as well as documentation within the vicinity of the Project Site and includes the habitat requirements for each species and the potential for their occurrence on the site, based on required habitat elements and range relative to the current site conditions. According to the databases, no sensitive habitat, including U.S. Fish and Wildlife Service (USFWS) designated critical habitat, occurs within or adjacent to the Project Site.

Special Status Species

Southern rubber boa (*Charina umbratica*) – Threatened (State)

Rubber boa have been documented to the north and northwest of the Project Site. In addition to occurrences within Little Bear Creek, there are ten (10) rubber boa occurrences documented within approximately 5 miles of the Project Site. There is no suitable habitat within the Project Site boundary for this species. The site is a dry meadow which is maintained and exposed to direct sunlight most of the year and does not retain moisture. Additionally, the Project Site does not contain any fallen debris for hibernacula and there are no north-facing slopes or any rock outcrops that would provide increased moisture content. The site is also separated from the occupied habitat by multiple development projects (Big Bear City Airport and residential development). Therefore, this species is considered absent from the Project Site and the Proposed Project will not affect rubber boa.

Bald eagle (BAEA) (*Haliaeetus leucocephalus*) – Delisted (Federal)/ Endangered (State)

According to the CNDDB, the nearest occurrence for the BAEA is 2.3 miles northeast of the Project Site adjacent to Baldwin Lake. The Project Site is not within any suitable BAEA foraging or nesting habitat. However, the Project Site is adjacent to Stanfield Marsh and Big Bear Lake, which contain suitable habitat for this species. The Proposed Project does not require the removal of large old-growth vegetation, nor does it propose any impacts to the adjacent suitable habitat for this species. Therefore, the Proposed Project will not affect BAEA and no further investigation relative to this species is warranted or required.

California spotted owl (SPOW) (*Strix occidentalis*) – SSC

Per the CNDDB Spotted Owl Observations Database, the nearest documented SPOW activity center (roosting or nesting site) is approximately 2.78 miles northwest of the Project Site. The Project Site is within an already disturbed area and the immediate vicinity has been subject to ongoing human disturbances associated with the existing commercial and residential developments in the area for a long time. Therefore, it is unlikely that the immediate surrounding area would be utilized by SPOW for nesting or roosting. Additionally, the Project Site lacks the basic habitat requirements for this species. Furthermore, this species has not been documented within the Project area. Although the U.S. Forest Service does not survey for SPOW on private property, the surrounding San Bernardino National Forest areas have been surveyed extensively by the Forest Service since the late 1980s. It is concluded that the Project Site is not occupied by SPOW, and the Proposed Project will not affect this species.

San Bernardino flying squirrel (*Glaucomys oregonensis californicus*) – SSC

The Flying Squirrels of Southern California is a project of the San Diego Natural History Museum (SDNHM), in collaboration with the U.S. Forest Service and the USFWS, to try to determine the distribution and habitat use of the flying squirrel in southern California. Per the SDNHM database, the nearest documented flying squirrel occurrence (2015) is approximately 0.95 miles northeast of the Project Site, within a denser tree canopy area. The Project Site and surrounding area do not provide habitat suitable to support flying squirrel. The surrounding area is either residential housing, commercial developments, or open meadow located in Stanfield Marsh. The habitat within the surrounding vicinity is not suitable to support flying squirrel and the Proposed Project would not result in impacts to this species. Additionally, the Proposed Project does not propose removing large old-growth vegetation. Therefore, the Proposed Project will not have an effect on this species.

Bird-foot checkerbloom (*Sidalcea pedate*) – Endangered (Federal/State)

According to the CNDDDB, there is a historical occurrence within the Project Site and immediate vicinity. The historical occurrence is dated 1983. Since then, the Project Site has been altered by the surrounding development. The nearest recent occurrence is located 1.27 miles northeast of the Project Site and is dated 2019. Prior to initiation of the survey a reference population was checked and was documented to be in bloom. This species was not observed on-site during the site visit. Therefore, this species is considered absent from the Project Site.

Slender-petaled thelypodium (*Thelypodium stenopetalum*) – Endangered (Federal/State)

According to the CNDDDB, there is a historical occurrence of Slender-petaled thelypodium within the Project Site and immediate vicinity. The historical occurrence is dated 1979. Since then, the Project Site has been altered by the surrounding development. The nearest recent occurrence is located 1.27 miles northeast of the Project Site and is dated 2019. However, this species is absent from the Project Site. Prior to initiation of the field survey, a reference population was checked and was documented to be in bloom. This species was not observed on-site during the site visit. Therefore, this species is considered absent from the Project Site.

San Bernardino bluegrass (*Poa atropurpurea*) – Endangered (Federal)

According to the CNDDDB, there is a historical occurrence within the Project Site and immediate vicinity. The historical occurrence is dated 1981. Since then, the Project Site has been altered by the surrounding development and routine maintenance. The nearest recent occurrence is located 2.11 miles southwest of the Project Site, along the shores of Big Bear Lake and is dated 2012. However, this species is absent from the Project Site. Prior to initiation of the field survey, a reference population was checked and was documented to be in bloom. This species was not observed on-site during the site visit. The site did contain the common species pine bluegrass (*Poa secunda*), which is similar to *Poa atropurpurea*, but is not a listed species. Therefore, this species is considered absent from the Project Site.

Nesting Birds

The immediate surrounding area contains habitat suitable for nesting birds (developed shrubs and tall trees). As such, the Proposed Project is subject to the Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, the following mitigation measure should be implemented if any future construction is proposed:

Mitigation Measure BIO-1:

Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

- 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 Wildlife or U.S. Fish and Wildlife Service?*
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

Less Than Significant with Mitigation Incorporated. The United States Army Corps of Engineers (USACE) has the authority to permit the discharge of dredged or fill material in Waters of the U.S. (WOUS) under Section 404 Clean Water Act (CWA). The Regional Water Quality Board (RWQCB) has authority over the discharge of dredged or fill material in Waters of the State under Section 401 CWA as well as the Porter-Cologne Water Quality Control Act. The Project Site was surveyed with 100 percent visual coverage and the drainage channel on-site does meet the definition for WOUS and WOS.

The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage and drainage channel on-site is considered jurisdictional under CDFW. Table 5 below details the extent of CDFW jurisdiction within the channel.

Table 5
Jurisdiction Areas for the Big Bear Airport Channel Project

Feature	Bank-Full width (feet)	Length (feet)	Max Channel Depth (feet)	WoUS USACE jurisdiction (acres) {Temporary}	WoUS USACE jurisdiction (acres) {Permanent}	FGC 1600 CDFW jurisdiction Riparian Areas (acres) {Temporary}	FGC 1600 CDFW jurisdiction Riparian Areas (acres) {Permanent}
Big Bear Airport Channel	105	3,958	5	0.80	2.25	2.27	3.41

The Proposed Project meets the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 (“Waters of the State”) of the CWA under the jurisdiction of the RWQCB, or WoUS as defined by Section 404 of the CWA under the jurisdiction of the USACE within the Project Site. As such, Mitigation Measure BIO-2 shall be implemented in order to address potential impacts to jurisdictional features.

Mitigation Measure BIO-2:

Permits from the California Department of Fish and Wildlife, the Regional Water Quality Control Board (RWQCB), and the U.S. Army Corps of Engineers shall be acquired.

- 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. According to the 2023 Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) report, the Project Site is not mapped within an area for wildlife movement. Implementation of the Proposed Project would not interfere substantially with the movement of any native

resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The vegetation on-site consists of a mixture of Onesided bluegrass (*mat muhly*), Douglas' sedge moist meadow (*Poa secunda* – *Muhlenbergia richardsonis* – *Carex douglasii* Herbaceous Alliance), Arroyo willow thickets (*Salix lasiolepis* Shrubland Alliance), and ruderal vegetation with patchy bare ground. Construction activities would take place on previously disturbed areas. Moreover, the Proposed Project does not propose removal of large old-growth vegetation. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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 within or adjacent to a habitat conservation plan. According to Jennings, the Project Site is not located within any USFWS-designated Critical Habitat. However, the site is adjacent (0.19 miles south) to the designated critical habitat for the federally endangered San Bernardino Mountains bladderpod (*Physaria kingii* ssp. *Bernardina*). This species is endemic to the San Bernardino Mountains, where it grows on carbonate soils in pinyon-juniper woodland and white fir forests. However, the Project Site is not within the critical habitat, does not propose any alterations to the critical habitat, and this species is not present within the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Biological Resources Impact Conclusions:

Implementation of Mitigation Measures BIO-1 and BIO-2 would ensure that potential impacts to Biological resources are reduced to the extent feasible.

5. CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource 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 formal cemeteries?		X		

(Check if project is located in the Cultural ☐ overlays or cite results of cultural resource review)

Environmental Setting

The Project Site is east of the City of Big Bear Lake, within the unincorporated Big Bear City area of San Bernardino County, California. Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Shoshonean groups are the three general cultural periods represented in San Bernardino

County. The cultural history of San Bernardino County references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component in San Bernardino County was represented by the Cahuilla, Serrano, and potentially the Vanyume Indians.

Impact Analysis

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

Less Than Significant with Mitigation Incorporated. A Cultural Resources Study, dated December 20, 2023, was prepared for the Proposed Project by BFS Environmental Services (see Appendix C). The purpose of the study was to locate and record any cultural resources within the Project Site and subsequently evaluate any resources as part of the San Bernardino County environmental review process conducted in compliance with CEQA. The archaeological investigation of the Project Site includes an archaeological records search conducted at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton (CSU Fullerton) in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the Project Site or in the immediate vicinity. The records search identified 28 previously recorded resources (19 historic) recorded within a one-half-mile radius of the Project Site. Of the previously recorded resources, one (Site P-36-024562) intersects the Project Site. Site P-36-024562 consists of a paved road segment (the intersection of Pine View Drive and State Route 18/West Big Bear Boulevard), a bronze 1956 U.S. Coastal and Geodetic Survey (USC&GS) Bench Mark, and a board-formed concrete culvert.

According to the Cultural Resources Study, the earthen Blue Water Channel and associated water control features within the airport property all appear to be associated with improvements made to the storm-drain infrastructure. The survey did not result in the identification of any new historic cultural resources within the Project Site. Site P-36-024562 has been evaluated as not eligible for the California Register of Historic Resources (CRHR), and any project-related impacts to the road segment/intersection, culvert, and USC&GS Bench Mark are not considered significant. Given that the current ground cover within the Project Site might have masked archaeological deposits, the Project Site is located near multiple natural sources of water, and a number of prehistoric sites were identified in the SCCIC records search, there remains a potential that buried archaeological resources may inadvertently be discovered within the project boundaries. As such, implementation of the Proposed Project could potentially uncover cultural resources. Therefore, to ensure less than significant impacts to cultural resources occur, the Proposed Project shall adhere to following Mitigation Measure:

Mitigation Measure CR-1:

A cultural resources monitoring program conducted by a County approved archaeologist, with at least 3 years of regional experience, and YSMN approved Native American representative during all project related ground disturbances shall be implemented (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). However, during project development, the archaeologist and tribal monitor shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. The scope of the full monitoring program shall be as coordinated between the County and YSMN. A sufficient number of archaeological monitors shall be present each

workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

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

Less Than Significant with Mitigation Incorporated. The records search identified 28 previously recorded resources (9 prehistoric) recorded within a one-half-mile radius of the project.

A Sacred Lands File (SLF) search was requested from the Native American Heritage Commission (NAHC). The SLF search was returned with positive results for potential sites or locations of Native American importance within the vicinity. The NAHC suggested contacting local Native American groups for further information. This additional outreach will be conducted by the lead agency under the official Assembly Bill (AB) 52 Native American consultation process. Given that the current ground cover within the Project Site might have masked archaeological deposits, the project is located near multiple natural sources of water, and a number of prehistoric sites were identified in the SCCIC records search, there remains a potential that buried archaeological resources may inadvertently be discovered within the project boundaries. As such, implementation of the Proposed Project could potentially uncover cultural resources. Therefore, Mitigation Measure CR-1 shall be implemented to reduce potential impacts to archaeological resources to a less-than-significant level.

- c) *Disturb any human remains, including those interred outside of formal cemeteries?*

Less Than Significant with Mitigation Incorporated. Construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. To ensure adequate and compliant management of any buried remains that may be identified during project development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level:

Mitigation Measure CR-2:

If, at any time, evidence of human remains (or suspected human remains) are uncovered, the County Coroner must be contacted immediately and permitted to examine the find in situ. A buffer must be established around the find (minimum of 100 feet) and the consulting archaeologist must also be notified.

If the remains are determined to be of Native American origin, the Coroner will contact the Native American Heritage Commission and the Most Likely Descendant (MLD) will be named. In consultation with the MLD, the County, project proponent, and consulting archaeologist, the disposition of the remains will be determined. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be archaeological, but non-Native American, the consulting archaeologist will oversee the removal, analysis, and disposition of the remains. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be of forensic value, the County Coroner will arrange for their removal, analysis, and disposition. The Coroner's activities will not involve any costs to the project proponent/property owner.

Cultural Resources Impact Conclusions:

Implementation of Mitigation Measures CR-1 and CR-2 would ensure that potential impacts to cultural resources are reduced to the extent feasible.

6. ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate. California consumed 292,039 gigawatt-hours of electricity and 2,110,829 million cubic feet of natural gas in 2017. In addition, Californians consume approximately 18.5 billion gallons of motor vehicle fuels per year.⁵ The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent).⁶

Impact Analysis

- 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

The Proposed Project includes road pavement rehabilitation and would increase the hydraulic capacity of the existing Blue Water channel. There would be no constructional or operational demand for electricity.

Natural Gas

The Proposed Project would not require natural gas.

Fuel Consumption

During construction of the Proposed Project, the use of fuel would be required during construction for operation of heavy equipment. Following construction, employees would occasionally travel to and from the Project Site for maintenance. The Proposed Project is not expected to result in a substantial demand for fuel that would require expanded supplies or require the construction of other infrastructure or expansion of existing facilities. Fuel use during construction would not be considered inefficient, wasteful, or unnecessary. Impacts are less than significant, and no mitigation is recommended.

⁵ Federal Highway Administration 2019

⁶ United States Energy Information Administration 2018

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

No Impact. The Proposed Project involves the temporary and short-term construction of road and drainage improvements. Energy use would be typical of similar-sized short-term construction-type projects in the region. The Proposed Project would not conflict with any applicable plan, policy or regulation as adopted by an agency to reduce energy efficiency or renewable energy, such as AB 32, and SB 32. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None Required

Energy Impact Conclusions:

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

7. GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury 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 onsite or offsite 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 risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X

(Check if project is located in the Geologic Hazards ☐ or Paleontologic Resources ☐ Overlay District):

Environmental Setting

The Project Site is in the eastern part of the Transverse Ranges Geomorphic Province which is characterized as a complex series of east-west trending valleys and steep mountains and bisected by the San Andreas fault. Due to north-south compression of the San Bernardino and San Gabriel Mountains (the Transverse Ranges), rapid uplift is occurring. The Big Bear area is an uplifted valley in the central portion of the San Bernardino Mountains. The San Bernardino Mountains are geologically complex and comprised of Miocene-age sedimentary rocks, Cretaceous-age granitic rocks, and Cambrian-age sedimentary rock that are complexly deformed by normal, reverse, and thrust faults and are tightly folded.

Impact Analysis

- a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*
 - ii. *Strong seismic ground shaking?*
 - iii. *Seismic related ground failure, including liquefaction?*
 - iv. *Landslides?*
- i. **Less than Significant Impact.** A draft Geotechnical Investigation report was prepared for the Proposed Project by GeoCon West, Inc. in April 2023 (see Appendix D for report). The Proposed Project is not located within a state-designated Alquist-Priolo Earthquake Fault Zone for surface fault rupture hazards. No Holocene-active or pre-Holocene faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. The alignment is not located within an Alquist-Priolo zone or underlain by a Holocene-active or pre-Holocene fault. Therefore, the potential for surface rupture due to faulting occurring beneath the alignment during the design life of the proposed public works project is considered low. Less than significant impacts are identified or anticipated, and no mitigation measures are required.
 - ii. **Less than Significant Impact.** The Project Site is located in the seismically active Southern California region and could be subject to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. The closest surface trace of a Holocene-active fault to the site is the Western section of the North Frontal Thrust System, located approximately 6.3 miles to the north. Other nearby active faults are the Eastern section of the North Frontal Thrust System, Silver Reef Fault, the San Andreas Fault Zone, and the Pinto Mountain Fault Zone located approximately 7.1 miles northeast, 9.9 miles northeast, 13.7 miles southwest, and 16.2 miles southeast of the site, respectively. The effects of ground shaking can be minimized if the proposed infrastructures are designed and constructed in conformance with current engineering practices. Less than significant impacts are identified or anticipated, and no mitigation measures are required.
 - iii. **Less than Significant Impact.** The site is located within an area susceptible to liquefaction. A groundwater monitoring well near the Project Site indicates that groundwater has ranged from 6.1 to 43.5 feet below the existing ground surface. Groundwater was encountered during excavation at depths between 13.5 to 32 feet below ground surface. For design purposes, the high groundwater level is assumed to be 5 feet below the existing ground surface. For loss of

bearing capacity, the liquefiable layer must be close to the ground surface and within the zone of influence of the proposed improvements. The shallowest potentially liquefiable layer is approximately 5 feet deep, which is within the zone of influence of the Project Site. Therefore, loss of bearing capacity is potentially a hazard.

Considering the depth of the liquefiable layer identified by the results of our exploratory drilling and the thickness of the non-liquefiable layers above the liquefiable zone, there is a potential for other surface manifestations of liquefaction, such as sand boils or ground fissures, to affect the Proposed Project. Additional settlement due to sediment ejecta settlement may also occur. The Proposed Project would incorporate the recommendations listed in the final Geotechnical Investigation report, thereby reducing potential impacts related to liquefaction to a less than significant level.

- iv. **No Impact.** As stated in the Geotechnical Investigation report, the Project Site gently slopes towards the north with elevations ranging from 6,785 to 6,750 feet MSL. It is not located within an area identified as having a potential for seismic slope instability, have any known landslides near, or in the path of any known or potential landslides. Therefore, the potential for slope stability hazards to adversely affect the proposed development is considered low. In addition, the Blue Water Channel will be reconstructed with side slopes inclined at gradients of 2:1, 3:1, and 4:1 (H:V). The majority of the slopes will be lined with concrete; however, some earthen slopes will be constructed at a 3:1 gradient. Based on these considerations, compacted fill slopes constructed at these gradients are generally considered stable. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

Less Than Significant Impact. Construction activities could result in soil erosion, however any potential impacts of soil erosion would be minimized through the preparation and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP would prescribe temporary Best Management Practices (BMPs) to control wind and water erosion during and shortly after the construction of the Proposed Project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?*

Less Than Significant Impact. Lateral spread occurs as a result of liquefaction induced lateral ground movement and typically occurs due to the presence of liquefiable soils underlying sloping ground. Based on a review of geologic articles published about the 1992 Big Bear Earthquake, some instances of lateral spreading were observed several miles to the south and east of the site. However, no instances of liquefaction or lateral spreading were observed in the immediate vicinity of the site. Although past performance cannot be used as a direct correlation to future hazard, based on the past absence of lateral spreading as well as understanding of the subsurface geology, groundwater conditions, and the site topography, it is GeoCon West, Inc.'s opinion that the potential for lateral spreading to affect the project area is low. The Project Site is not located in a path of potential landslides.

As stated previously, the Proposed Project would incorporate the recommendations listed in the final Geotechnical Investigation report, thereby reducing potential impacts related to unstable soils to a less-than-significant level.

- d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?*

No Impact. The existing site soils encountered during the geotechnical investigation are relatively granular and are considered to be “non-expansive”. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

No Impact. The Proposed Project does not include the use of septic tanks. No impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. A Paleontological Assessment, dated December 20, 2023, was prepared for the Proposed Project by BFS Environmental Services (see Appendix E). As concluded in the report, the shallow depths of the proposed improvements, the presence of modern and Holocene-aged alluvial deposits at the Project Site, their coarse consistency, and their low paleontological potential supports the conclusion that paleontological monitoring is not recommended during earth disturbance activities for the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

Geology and Soils Impact Conclusions:

Less than significant impacts are anticipated, and no mitigation measures are required.

8. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

Background

San Bernardino County adopted its “Greenhouse Gas Emissions Reduction Plan” (GHG Reduction Plan) in December 2011. The GHG Reduction Plan was updated in June 2021 (GHGRP Update). A review standard of 3,000 metric tons of carbon dioxide equivalents (MTCO₂e) per year will be used to identify projects that require the use of the Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

Impact Analysis

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

Less Than Significant Impact. Per CEQA guidelines, new project emissions are treated as standard emissions, and air quality impacts are evaluated for significance on an air basin or even at a neighborhood level. Greenhouse gas emissions are treated differently, in that the perspective is global, not local. Therefore, emissions for certain types of projects might not necessarily be considered as new emissions if the project is primarily population driven. Many gases make up the group of pollutants that are believed to contribute to global climate change. However, three gases are currently evaluated carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). SCAQMD provides guidance methods and/or Emission Factors.

Utilizing the SCAQMD's Off-Road Mobile Source Fleet Average Emission Factors 2024 (Construction Equipment Emissions) and Air Quality Management District Emission Factors for On-Road Heavy-Heavy Duty Diesel Truck 2024 (Street Legal Haul Trucks), Lilburn Corporation estimated the GHG emissions generated by construction of the Proposed Project (see Appendix F). As shown in Tables 6 to 9 below, the Proposed Project would generate approximately 620.4 MTCO₂e during construction. The total construction emissions amortized over a period of 30 years are estimated at 20.7 MTCO₂e.

Table 6
Material Export Greenhouse Gas Emissions
(Pounds Per Day)

Equipment	CO ₂	CH ₄	N ₂ O
Haul Trucks	3490.7	0.0	0.0
Dozer	1912.0	0.1	0.0
Misc. Construction Eq	3936.0	0.2	0.0
Total lbs. per day	9,339		
MTCO₂e per Year	254.4		

Source: Off-Road Mobile Source Emission Factors; SCAQMD 2024

Table 7
Road Construction Greenhouse Gas Emissions
(Pounds Per Day)

Equipment	CO ₂	CH ₄	N ₂ O
Backhoe	534.4	0.0	0.0
Excavator	960.0	0.0	0.0
Other Construction Equipment	1968.0	0.1	0.0
Other Material Handling Equipment	1128.0	0.1	0.0
Paver	623.2	0.1	0.0
Paving Equipment	551.2	0.0	0.0
Total lbs. per day	5774.08		
MTCO₂e per Year	173.2		

Source: Off-Road Mobile Source Emission Factors; SCAQMD 2024

Table 8
Channel Construction Greenhouse Gas Emissions
(Pounds Per Day)

Equipment	CO ₂	CH ₄	N ₂ O
Backhoe	1912.0	0.1	0.0
Excavator	534.4	0.0	0.0
Other Construction Equipment	536.0	0.0	0.0
Other Material Handling Equipment	1032.0	0.1	0.0
Paver	435.2	0.0	0.0
Paving Equipment	1968.0	0.1	0.0
Total lbs. per day	6428.2		
MTCO₂e per Year	192.8		

Source: Emission Factors for On-Road Heavy-Heavy Duty Diesel Trucks (2024)

Table 9
Total Construction Greenhouse Gas Emissions
(Pounds Per Day)

Construction Phase	MTCO ₂ per year
Material Export	254.4
Road Construction	173.2
Channel Construction	192.8
Total MTCO₂e per Year	620.4
Construction Amortized over 30 years	20.7
County Screening Threshold	3,000
Significant?	No

Construction emissions would not exceed the County screening threshold. Operational activities include occasional maintenance of the channel and roads, and operational emissions are therefore considered negligible. Therefore, the Proposed Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. No significant adverse impacts are identified or are anticipated, and no mitigation measures are 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. According to the San Bernardino County GHG Reduction Plan, all development projects, including those otherwise determined to be exempt from CEQA, will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements. With the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO₂e per year will be considered consistent with the GHG Reduction Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. As demonstrated in Table 9 above, the Proposed Project construction emissions would not exceed 3,000 MTCO₂e.

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

Mitigation Measures:

None required.

Greenhouse Gas Emissions Impact Conclusions:

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

9. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 loss, injury or death involving wildland fires?			X	

Environmental Setting

The Project Site is located in the Mountain Region of the County. Nearly the entire Mountain Region is mapped as Very High Fire Hazard Severity Zone (VHFHSZ). The Project Site is adjacent to Big Bear City Airport, which is a general aviation airport.

Impact Analysis

- 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. Construction of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations, and Best Management Practices. Operations would be minimal and include standard maintenance involving the use of commercially available products (e.g., gas, asphalt, oil, paint, etc.) the use of which would not create a significant hazard to the public. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

- 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. Construction of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials. Operations would be minimal and include standard maintenance involving the use of commercially available products. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

- 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 Proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The nearest school is North Shore Christian Nursery located at 765 Stanfield Cutoff, approximately 0.30 mile north of the PVDBWCP. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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 PVDBWCP does not occur on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.⁷ No impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Project Site is located adjacent to the Big Bear Airport and is within the Airport Safety Review Area. As the Proposed Project involves road and drainage improvements that would be at-grade, it would not result in a safety hazard for people residing or working in the Proposed Project area. No impacts are identified or anticipated, and no mitigation measures are required.

⁷ California Department of Toxic Substances and Control. EnviroStor database. Accessed March 8, 2024.

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

Less than Significant Impact. There are no critical facilities located at the Project Site.⁸ The Proposed Project intersects Highway 18 at Pine View Drive. Highway 18 is identified as an evacuation route.⁹ This portion of Highway 18, as well as the remainder of Pine View Drive, would be subject to construction detours during road rehabilitation. Final material staging areas would be determined by the Contractor, however, the following areas would likely be impacted:

- Fairway Boulevard between Pine View Drive and Kiener Drive
- The airport / south plane parking stalls
- County parcels that extend the north-south roads to the south of Fairway Boulevard

Road closures would be short-term and temporary. The general area has street blocks that are relatively small, ranging from approximately 200 to 400 feet, and very few cul-de-sacs. Therefore, taking detours can be easily accomplished. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

Less than Significant Impact. The PVDBWCP is located in lands classified as very high, high, and moderate fire hazard severity zones.¹⁰ The improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and an increase in the hydraulic capacity of the Blue Water Channel. The Proposed Project does not include features that would exacerbate the risks of wildfire. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None required.

Hazards and Hazardous Materials Impact Conclusions:

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

10. HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project				X

⁸ San Bernardino Countywide Plan, PP-1 Critical Facilities. Accessed March 11, 2024.

⁹ San Bernardino Countywide Plan, PP-2 Evacuation Routes. Accessed March 11, 2024.

¹⁰ San Bernardino Countywide Plan, HZ-5 Fire Hazard Severity Zones. Accessed March 11, 2024.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
may impede sustainable groundwater management of the basin?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?				X
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 off-site;				X
iii. Create or contribute runoff water which would exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff; or				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 substantial groundwater management plan?			X	

Environmental Setting

The Blue Water Channel is located to the south of the Big Bear City Airport, with Division Drive downstream to the west. The channel follows the southern edge of the airport until it turns south at Bluewater Drive right-of-way. Within the project limits, the existing land uses include low-density residential. Presently, stormwater flows overland from upstream open space, northward through the residential neighborhood, to the channel south of the airport. The channel and the majority of the Big Bear City Airport is located within the Federal Emergency Management Agency (FEMA) 100-year floodplain. The project is located within the Big Bear Lake watershed. The mapped lake limits are approximately 0.3 miles northeast of the downstream limit at Division Drive. The elevations of the watershed vary from 6,742 feet at the Division Drive culvert to 7,600 feet at the upstream end of the watershed. The project watershed is characterized by overland flow with mildly defined mountain channels. The Big Bear Lake watershed is tributary to the Santa Ana River watershed.

Impact Analysis

- a) *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?*
- e) *Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan?*

Less Than Significant Impact. Because the Proposed Project could discharge pollutants from a point source to a water of the United States, it would require a National Pollutant Discharge Elimination System (NPDES) permit. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water

discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of BMPs to control and abate pollutants. The SWPPP must include BMPs to prevent Proposed Project-related pollutants from impacting surface waters.

Additionally, the Blue Water Channel will include a bioswale to improve water quality. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will vary from earthen to concrete and will also be amended to serve as a water quality swale. The bioswale will be designed to California Stormwater Quality Association (CASQA) BMP guidelines. The Big Bear Airport has indicated that grasses are typically allowed to grow approximately 1.5 feet tall. This value meets CASQA's suggested minimum 6-inch grass height. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The San Bernardino Mountains consist of a complex of crystalline granitic rocks that have intruded metaplutonic and metasedimentary rocks. Consequently, there are no unconsolidated sediments or traditional groundwater basins in this mountainous area.¹¹ Instead, groundwater is confined to open fractures in the hard metamorphic and granitic mountain rocks. Groundwater is fed by rainfall and snow seeping into fractures along drainage courses, and may discharge down-gradient as a spring, enter the bottom of a drainage feeding a flow, or continue to move down-gradient beneath the surface.¹² There are no groundwater recharge facilities in the vicinity and therefore, the Proposed Project would not interfere with any groundwater recharge.

The Proposed Project improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard, increasing capacity of the Blue Water Channel, and a bioswale at West Fairway Boulevard/Big Bear City Airport. The Proposed Project would not have a demand for water thereby decreasing supplies. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would?*
- i. *Result in substantial erosion or siltation on – or off-site;*
 - ii. *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;*
 - iii. *Create or contribute runoff water which would exceed the capacity of the existing or planned stormwater drainage systems or provide substantial additional resources of polluted runoff;*
 - iv. *Impede or redirect flood flows?*

No Impact. San Bernardino County has received reports from Big Bear City residents of flooding within their properties during larger storms in the area, south of Big Bear City Airport along Pine View Drive and Sugarloaf Boulevard. To meet the need of the residents, the County proposes to improve the Blue Water Channel with a bioswale on the southside of the Big Bear City airport, and pavement rehabilitation along Pine View Drive with a swale longitudinal to the road with the purpose of directing flows away from residential properties. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will vary from earthen to concrete and will also be amended to serve as a water quality

¹¹ Albert A. Webb Associates. Crestline Village Water District 2020 Urban Water Management Plan. Adopted June 15, 2021.

¹² Albert A. Webb Associates. Crestline Village Water District 2020 Urban Water Management Plan. Adopted June 15, 2021.

swale. A preliminary Hydraulics report, dated September 8, 2023, was prepared for the Proposed Project by MNS Engineers, Inc. (see Appendix G).

The Project Site is located within the Big Bear Lake watershed. Within the project limits, the existing land uses include low-density residential. Presently, stormwater flows overland from upstream open space, northward through the residential neighborhood, to the channel south of the airport. The channel and the majority of the Big Bear City Airport is located within the FEMA 100-year floodplain. The 10-year bulked peak flows for the project hydrology areas are summarized below.

Reach	Clear Peak Flow	Bulked Peak Flow
Blue Water Channel, upstream of Storm Drain Confluence) (Saw Mill Creek)	1,057.1 cfs	1,590 cfs
Pine View Storm Drain (Lemon Lilly Creek)	840 cfs	1,260 cfs
Blue Water Channel, downstream of Storm Drain confluence	2,273 cfs	3,410 cfs

The proposed channel section will consist of concreted side-slopes with either a soft or concreted bottom, depending on available width.

The Proposed Project will propose two sedimentation areas as budget allows: the first at the north end of Bluewater Drive; and another, west of the airport hangar building. The purpose of these sedimentation areas is to prevent further sediment transport downstream, and to concentrate maintenance efforts along the corridor. Low flows will be captured by multiple riser outlet towers. Flood flows will overtop a concrete wall weir.

The Proposed Project would reduce the intensity of the current flooding in the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

Less Than Significant Impact. The Project Site is not located within a tsunami hazard area.¹³ As stated previously, the Project Site is located within a FEMA 100-year floodplain. The Proposed Project includes road and drainage improvements that are intended to mitigate the current flooding in the area. The Proposed Project SWPPP would include BMPs to prevent project-related pollutants from impacting surface waters.

No impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation Measures:

None

Hydrology and Water Quality Impact Conclusions:

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

¹³ California Department of Conservation. Tsunami Hazard Area Map. Accessed March 14, 2024.

11. LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				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

Environmental Setting

The Project Site is located in Big Bear City in the Mountain Region of the County. The Blue Water Channel is to the south of the Big Bear Airport. The channel follows the southern edge of the airport until it turns south at the Bluewater Drive right-of-way. Within the Proposed Project limits, the existing land uses include low-density residential. Pavement rehabilitation will occur on Pine View Drive, and the portion of Pine View Drive from Aeroplane Boulevard to Country Club Boulevard will be repaved.

Impact Analysis

a) *Physically divide an established community?*

No Impact. Rehabilitation would occur on existing roads. The channel bottom would be widened, and side slopes will be concreted. The channel bottom will remain earthen and also be amended to serve as a water quality swale. These proposed improvements would not divide an established community. Construction activities would be short-term and temporary. No impacts are identified or anticipated, and no mitigation measures are required.

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. As demonstrated in this Initial Study, the Proposed Project would not result in any significant environmental impacts. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None

Land Use and Planning Impact Conclusions:

No impacts are identified or anticipated, and no mitigation measures are required.

12. MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				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

Environmental Setting

The Project Site is located in Big Bear City in the Mountain Region of the County. Approximately 13 percent of the Mountain Region is designated Mineral Resource Zone (MRZ) 2 or MRZ-3; the designated areas are mostly north, east, and southeast of Big Bear Lake.¹⁴ MRZ-2a are areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present. MRZ-2b are areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. MRZ-3a areas contain known mineral deposits that may qualify as mineral resources. MRZ-3 areas contain inferred mineral deposits that may qualify as mineral resources.

Impact Analysis

- 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 Project Site is not located within a Mineral Resource zone (MRZ).¹⁵ Furthermore, the Project Site is located in a low-density residential area with the channel improvements proposed just south of Big Bear City Airport. The surrounding land uses and linear nature of the Proposed Project would not make mineral resource extraction compatible for the proposed areas of disturbance. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None

Mineral Resources Impact Conclusions:

No impacts are identified or anticipated, and no mitigation measures are required.

¹⁴ Placeworks. Draft Environmental Impact Report – San Bernardino Countywide Plan. June 2019.

¹⁵ San Bernardino Countywide Plan Policy Map: NR-2 “Mineral Resources Zones.” Accessed March 14, 2024.

13. NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 of 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	

Environmental Setting

The Project Site is located adjacent to the Big Bear City airport. It bisects Highway 18, which has an existing noise contour ranging from 60 community noise equivalent level (CNEL) to 70 CNEL.¹⁶

Impact Analysis

- 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. The Project Site is located in a primarily residential area, adjacent to the Big Bear City airport. The construction schedule is estimated to be approximately 8 months and is anticipated to occur from January 2025 to July 2025. Construction noise is regulated within Section 83.01.080(g)(3) of the San Bernardino County Development Code. Accordingly, the Proposed Project would result in a significant impact if Proposed Project construction occurs outside the hours of 7:00 AM and 7:00 PM, or on Sundays or Federal holidays. The Proposed Project construction will not occur outside of the hours outlined as “exempt” in County Development Code Section 83.01.080(g)(3); therefore, the Proposed Project would not exceed County-established standards relating to construction noise. Furthermore, because of its proximity to the Big Bear Airport, which is a major source of noise in the area, the Proposed Project is not anticipated to significantly increase ambient noise. Post-construction activities include occasional maintenance of roads and the channel. Noise generated by these activities would be nominal. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) *Generation of excessive groundborne vibration of groundborne noise levels?*

Less Than Significant Impact. Section 83.01.090(a) of the San Bernardino County Development Code prohibits the creation of ground vibration 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 two-

¹⁶ San Bernardino Countywide Plan Policy Map: HZ-7 & HZ-8 “Existing & Future Noise Contours.” Accessed April 15, 2024.

tenths (0.2) inches per second measured at or beyond the lot-line. Per Section 83.01.090(c), construction and demolition related ground vibration is exempt from this requirement as long as it occurs between 7:00 AM and 7:00 PM, Mondays through Saturdays and not on Sundays or Federal holidays. Construction of the Proposed Project will not occur outside of the hours outlined in Section 83.01.090(c) of the County Development Code. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- 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?*

Less Than Significant Impact. The Proposed Project is located within the Big Bear City Airport safety review area.¹⁷ The Project Site is located within and adjacent to Big Bear City airport. Construction workers would be subject to intermittent noise levels from operations of the Big Bear City Airport. The airport is a public airport and operates 24/7. Mountain Mutual Aid and the Emergency Operations Center for the entire Big Bear Valley are located at the airport and medical evacuations are possible at any time during operations. The airport has established voluntary Noise Abatement Procedures to help pilots avoid noise-sensitive residential areas and schools ¹⁸ The Proposed Project does not include any residential uses and would create excessive noise levels during construction with adherence to County Standards. Impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures:

None

Noise Impact Conclusions:

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

14. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Environmental Setting

The Project Site is located in a low-density residential area just south of Big Bear City Airport.

¹⁷ San Bernardino Countywide Plan Policy Map: HZ-9 "Airport Safety & Planning Areas." Accessed April 15, 2024.

¹⁸

<https://www.bigbearcityairport.com/faq/#:~:text=As%20a%20public%20airport%2C%20we,and%20departing%20aircraft%2024%2F7.>

Impact Analysis

- 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 Proposed Project improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and a bioswale for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport. As these public works facilities are intended to serve the existing population and would not increase any service capacity nor result in the creation of new jobs, the Proposed Project would not induce population growth. No impacts are identified or anticipated, and no mitigation measures are required.

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

No Impact. The Proposed Project includes improvements to existing public works infrastructure that would serve the community. It would not displace existing people or housing. No impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None

Population and Housing Impact Conclusions:

No impacts are identified or anticipated, and no mitigation measures are required.

15. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				X
ii. Police protection?				X
iii. Schools?				X
iv. Recreation/Parks?				X
v. Other public facilities?				X

Environmental Setting

Impact Analysis

- 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: Fire protection, Police protection, Schools, Recreation/Parks, Other public facilities?*
- i. *Fire protection?*
 - ii. *Police protection?*
 - iii. *Schools?*
 - iv. *Recreation/Parks?*
 - v. *Other public facilities?*

No Impact. The Proposed Project includes improvements to existing public works infrastructure. The Proposed Project would not result in an increase in the residential or employee population. Construction activities would be short-term and temporary. Therefore, it would not result in the need for additional fire protection, police protection, schools, recreation/parks, and other public facilities. No impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation Measures:

None

Public Services Impact Conclusions:

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

16. RECREATION

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

Environmental Setting

The Project Site is located in the San Bernardino National Forest. The nearest park to the Project Site is the Big Bear City Park located approximately 0.5 mile east.

Impact Analysis

- 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?*

No Impact. The Proposed Project involves improvements to existing public works infrastructure. It would not result in population growth that would increase the use of existing parks or other recreational facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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. The Proposed Project involves improvements to existing public works infrastructure. It does not include recreational facilities and would not require the construction or expansion of other recreational facilities. No impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None.

Recreation Impact Conclusions:

No impacts are identified or anticipated, and no mitigation measures are required.

17. TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

Environmental Setting

The Project Site is located in the unincorporated community of Big Bear City south of the Big Bear City Airport. The improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and a bioswale for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport. Regional access to the Project Site is provided by Highway 18.

Impact Analysis

- 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 Transportation and Mobility Element of the Countywide Policy Plan:

- Establishes the location and operational conditions of the roadway network.
- Coordinates the transportation and mobility system with future land use patterns and projected growth.
- Provides guidance for the County's responsibility to satisfy the local and subregional mobility needs of residents, visitors, and businesses in unincorporated areas.
- Addresses access and connectivity among the various communities, cities, towns, and regions, as well as the range and suitability of mobility options: vehicular, trucking, freight and passenger rail, air, pedestrian, bicycle, and transit.

The following analysis details how the Proposed Project would be consistent with the Countywide Policy Plan Transportation and Mobility Element goals and policies:

Policy TM-4.1 Complete streets network: We maintain a network of complete streets within mobility focus areas that provide for the mobility of all users of all ages and all abilities, while reflecting the local context.

Consistent: The proposed road improvements would occur in a mobility focus area.¹⁹ The proposed pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard would improve mobility in the area.

Policy TM-4.4 Transit access for residents in unincorporated areas: We support and work with local transit agencies to generate a public transportation system, with fixed routes and on-demand service, that provide residents of unincorporated areas with access to jobs, public services, shopping, and entertainment throughout the county.

Consistent: A Mountain Area Regional Transit Authority route runs along Highway 18. The proposed road rehabilitation would occur on a portion of Highway 18, bisecting Pine View Drive. The Proposed Project would facilitate the use of the transit route.

Policy TM-4.7 Regional bicycle network: We work with SBCTA and other local agencies to develop and maintain a regional backbone bicycle network.

Consistent: The SBCTA Bicycle Plan includes Class III lanes along Aeroplane Boulevard. The Proposed Project includes road rehabilitation on the intersection of Pine View Drive and Aeroplane Boulevard. The Proposed Project would facilitate the use of the bicycle route.

The Proposed Project would be consistent with the goals and policies as set forth in the Transportation and Mobility Element of the Countywide Policy Plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

¹⁹ San Bernardino County. Countywide Policy Plan: TM-3 "Focus Areas" web map. Accessed March 18, 2024.

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

Less Than Significant Impact. The Proposed Project's vehicle miles travelled (VMT) impact has been assessed in accordance with guidance from the San Bernardino County Transportation Impact Study Guidelines (July 2019) ["TIS Guidelines"] for CEQA. The TIS Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. Projects generating less than 110 daily vehicle trips should not be required to complete a VMT assessment.

The construction activities associated with the Proposed Project would be temporary and would utilize existing public works equipment and staff. Construction of the Proposed Project is estimated to be approximately 8 months and is anticipated to occur during March to November. Construction traffic would be limited to delivery of equipment and material, and associated employee trips during the eight-month period.

Post-construction activities would involve inspection and general maintenance, generating fewer than 110 daily vehicle trips. The Proposed Project is exempt from preparation of a VMT Assessment and would have a less than significant impact on VMT. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

Less than Significant Impact. The PVDBWCP will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard. The Proposed Project would improve existing public works infrastructure and would therefore not increase hazards. Construction of the proposed improvements may lead to hazards, such as temporary road closures or detours. However, construction impacts would be temporary. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d) *Result in inadequate emergency access?*

Less than Significant Impact. There are no critical facilities located at the Project Site.²⁰ The Proposed Project intersects Highway 18 at Pine View Drive. Highway 18 is identified as an evacuation route.²¹ This portion of Highway 18, as well as the remainder of Pine View Drive, would be partially or completely blocked during road rehabilitation, with detours being provided. Final material staging areas would be determined by the Contractor however, the following areas would likely be impacted:

- Fairway Boulevard between Pine View Drive and Kiener Drive
- The airport / south plane parking stalls
- County parcels that extend the north-south roads to the south of Fairway Boulevard

Road closures would be short-term and temporary. The general area has street blocks that are relatively small, ranging from approximately 200 to 400 feet, and very few cul-de-sacs. Therefore, taking detours can be easily accomplished. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

²⁰ San Bernardino Countywide Plan, PP-1 Critical Facilities. Accessed March 11, 2024.

²¹ San Bernardino Countywide Plan, PP-2 Evacuation Routes. Accessed March 11, 2024.

Mitigation Measures:

None.

Transportation Impact Conclusions:

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

18. TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Environmental Setting

Multiple places considered sacred to local indigenous groups are also present in the County. Tribal cultural resources are more prevalent in the East and North Desert Regions, but the Mountain Region contains both prehistoric and historic resources. Tribal cultural resources are numerous in the Mountain Region, which also has landscape features considered sacred by multiple Native American groups, because this region provided a variety of resources for Native Americans in the summer months.²²

Regulatory Setting

Effective July 1, 2015, AB 52 amended CEQA to require that: 1) a lead agency provide notice to those California Native American tribes that requested notice of projects proposed by the lead agency; and 2) for any tribe that responded to the notice within 30 days of receipt with a request for consultation, the lead agency must consult with the tribe. Topics that may be addressed during consultation include Tribal Cultural Resources (TCRs), the potential significance of project impacts, type of environmental document that should be prepared, and possible mitigation measures and project alternatives.

Pursuant to AB 52, Section 21073 of the Public Resources Code defines California Native American tribes as “a Native American tribe located in California that is on the contact list maintained by the Native

²² Placemarks. Draft Environmental Impact Report – San Bernardino Countywide Plan. June 2019.

American Heritage Commission for the purposes of Chapter 905 of the Statutes of 2004.” This includes both federally and non-federally recognized tribes. Section 21074(a) of the Public Resource Code defines TCRs for the purpose of CEQA as:

1. Sites, features, places, cultural landscapes (geographically defined in terms of the size and scope), sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - a. included or determined to be eligible for inclusion in the California Register of Historical Resources; and/or
 - b. included in a local register of historical resources as defined in subdivision (k) of Section 5020.1; and/or
 - c. 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

Because criteria a. and b. also meet the definition of a historical resource under CEQA, a TCR may also require additional consideration as a historical resource. TCRs may or may not exhibit archaeological, cultural, or physical indicators.

Recognizing that California tribes are experts in their tribal cultural resources and heritage, AB 52 requires that CEQA lead agencies provide tribes that requested notification an opportunity to consult at the commencement of the CEQA process to identify TCRs. Furthermore, because a significant effect on a TCR is considered a significant impact on the environment under CEQA, consultation is used to develop appropriate avoidance, impact minimization, and mitigation measures.

Impact Analysis

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

Less than Significant with Mitigation Incorporated. The archaeological study for the PVDBWCP was completed in accordance with San Bernardino County environmental compliance procedures and CEQA significance evaluation criteria. Although the property contains one recorded resource, Site P-36-024562, it has been evaluated as not eligible for the CRHR, and any project related impacts to the road segment/intersection, culvert, and USC&GS Bench Mark are not considered significant. Given that the current ground cover within the Project Site might have masked archaeological deposits, the project is located near multiple natural sources of water, and a number of prehistoric sites were identified in the SCCIC records search, there remains a potential that buried archaeological resources may inadvertently be discovered within the project boundaries. Therefore, to ensure less than significant impacts, the Proposed Project shall implement Mitigation Measure CR-1, as identified in Section 5 on this Initial Study.

- b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?*

Less than Significant with Mitigation Incorporated. AB 52 was approved by Governor Brown on September 25, 2014. AB 52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the

environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

On November 21, 2022, the San Bernardino County mailed notification pursuant to AB 52 to the following tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code:

- San Manuel Band of Mission Indians (SMBMI, now known as The Yuhaaviatam of San Manuel Nation [YSMN])
- Twentynine Palms Band of Mission Indians

Each recipient was provided a brief description of the Proposed Project, a map of its location, the lead agency representative's contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on December 21, 2022.

As a result of the initial notification letters, the San Bernardino County received the following responses:

- No response or request to consult was received from the Twentynine Palms Band of Mission Indians
- The YSMN replied that they would like to see the cultural report, Geotech report and project plan set. Those documents were provided on May 1, 2024

Mitigation was subsequently provided by the YSMN and consultation with the County which continued through May 28, 2024. The mitigation measures requested by the tribe(s) and agreed to by the County are required as project Conditions of Approval (COAs). The required mitigation measures are summarized below and are in addition to CR-1 and CR-2.

Mitigation Measure TCR-1:

Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. All findings will be subject to the protocol detailed within the approved scope of work.

Mitigation Measure TCR-2:

If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.

The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site.

It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject to a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums approved Lead Agency to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and/or tribal monitor and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN. An (AAM)-accredited facility within the County that can incorporate the materials into their permanent collections shall be located and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with the appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/Lead Agency to pay for those fees.

Mitigation Measure TCR-3 Inadvertent Discoveries of Human Remains"

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the

County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Tribal Cultural Resources Impact Conclusions:

Implementation of Mitigation Measures TCR-1 to TCR-3 would ensure that potential impacts to tribal cultural resources are reduced to the extent feasible.

19. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	

Environmental Setting

The Project Site is located in a developed area with primarily residential uses.

Impact Analysis

- 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 PVDBWCP will increase the hydraulic capacity of the Blue Water channel on the south side of Big Bear City Airport from Division Drive to Valley Boulevard. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will remain earthen and will also be amended to serve as a water quality swale. The Proposed Project would not require wastewater treatment, water supplies, electric power, natural gas, or telecommunication services. As demonstrated in this Initial Study, the construction of the proposed drainage improvements or roadway pavement rehabilitation would not have significant environmental effects. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

- 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. Water may be required during construction of the Proposed Project to control dust. However, this demand would be temporary and negligible. Post-construction use of the Proposed Project would not require water. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- 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 Proposed Project would not generate wastewater or require service by a wastewater treatment provider. No impacts are identified or anticipated, and no mitigation measures are required.

- d) *Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*
- e) *Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?*

Less than Significant Impact. Solid waste may be generated during construction of the Proposed Project. Proposed Project improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and a bioswale for the Blue Water Channel at West Fairway Boulevard/Big Bear City Airport. Pavement removed would be transported to the nearest asphalt recycling facilities, such as Pavement Recycling Systems, Inc. or Inland Regional Material, and recycled as road base. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures

None.

Utilities and Service Systems Impact Conclusions

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

20. WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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				X

sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Environmental Setting

The Project Site is located in the Mountain Region of the County in an area classified as very high, high, and moderate fire hazard severity zone.²³

Impact Analysis

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

Less than Significant Impact. There are no critical facilities located at the Project Site.²⁴ The Proposed Project intersects Highway 18 at Pine View Drive. Highway 18 is identified as an evacuation route.²⁵ This portion of Highway 18, as well as the remainder of Pine View Drive, would be partially or completely blocked during road rehabilitation with detours provided. Final material staging areas would be determined by the Contractor however, the following areas would likely be impacted:

- Fairway Boulevard between Pine View Drive and Kiener Drive
- The airport / south plane parking stalls
- County parcels that extend the north-south roads to the south of Fairway Boulevard

Detours would be provided for any road closures that would be short-term and temporary. The general area has street blocks that are relatively small, ranging from approximately 200 to 400 feet, and only a few cul-de-sacs. Therefore, taking detours can be easily accomplished. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

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. The PVDBWCP is located in lands classified as very high, high, and moderate fire hazard severity zone.²⁶ The proposed improvements will include pavement rehabilitation along Pine View Drive to Sugarloaf Boulevard and a bioswale for the Blue Water Channel. The Proposed Project does not include features that would exacerbate the risks of wildfire. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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. The Proposed Project will increase the hydraulic capacity of the Blue Water channel on the south side of Big Bear City Airport from Division Drive to Valley Boulevard. The channel bottom will be widened, and side slopes will be concreted. The channel bottom will remain earthen and also be amended

²³ San Bernardino Countywide Plan, HZ-5 Fire Hazard Severity Zones. Accessed March 11, 2024.

²⁴ San Bernardino Countywide Plan, PP-1 Critical Facilities. Accessed March 11, 2024.

²⁵ San Bernardino Countywide Plan, PP-2 Evacuation Routes. Accessed March 11, 2024.

²⁶ San Bernardino Countywide Plan, HZ-5 Fire Hazard Severity Zones. Accessed March 11, 2024.

to serve as a water quality bioswale. Pavement rehabilitation will occur on Pine View Drive, and the portion of Pine View Drive from Aeroplane Boulevard to Country Club Boulevard will be paved (previously paved but deteriorated down to dirt/gravel). These improvements to existing public works infrastructure would not exacerbate fire risk. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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 PVDBWCP is located in lands classified as very high, high, and moderate fire hazard severity zone.²⁷ As concluded in Section 7, the Project Site is not located within an area identified as having a potential for seismic slope instability, have any known landslides near, or in the path of any known or potential landslides. The Project Site is located within a FEMA 100-year floodplain. The Proposed Project includes road and drainage improvements that are intended to reduce the intensity of flooding in the area. Furthermore, the Proposed Project does not include structures; it would not expose people to flooding or landslides. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation Measures:

None required.

Wildfire Impact Conclusions:

No impacts are identified or anticipated, and no mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to 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	

²⁷ San Bernardino Countywide Plan, HZ-5 Fire Hazard Severity Zones. Accessed March 11, 2024.

- a) *Does the project 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 with Mitigation Incorporated. As concluded in the BRA, no state and/or federally listed threatened or endangered species are documented/or expected to occur within the Project Site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site. No other sensitive species were observed within the Project area or buffer area. Since there is some habitat within the immediate surrounding area that is suitable for nesting birds in general, Mitigation Measure BIO-1 shall be implemented.

The archaeological records search identified 28 previously recorded resources (9 prehistoric and 19 historic) recorded within a one-half-mile radius of the project. Of the previously recorded resources, one (Site P-36-024562) intersects the Project Site. Despite Site P-36-024562 containing elements that surpass the 50-year age threshold, the resource is evaluated as not eligible for the CRHR and therefore, does not meet the requirements to be defined as a historical resource under CEQA. The survey did not result in the identification of any new historic or prehistoric cultural resources within the Project Site. There remains a potential that buried archaeological resources may inadvertently be discovered within the project boundaries. As such, implementation of the Proposed Project could potentially uncover cultural resources. Therefore, to ensure less than significant impacts, the Proposed Project shall implement Mitigation Measures CR-1 and CR-2.

On November 21, 2022, the San Bernardino County mailed notification pursuant to AB 52 to YSMN and Twentynine Palms Band of Mission Indians. The YSMN replied that they would like to see the cultural report, Geotech report and project plan set. Those documents were provided on May 1, 2024. Mitigation was subsequently provided by the YSMN and consultation with the County which continued through May 28, 2024. Mitigation Measures TCR-1 to TCR-3 are required as project COAs and are in addition to CR-1 and CR-2.

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

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

Air Quality

Cumulative projects include local development as well as general growth within the Project Site. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the Proposed Project's air quality must be generic by nature.

In accordance with the SCAQMD methodology, emissions that exceed the regional significance thresholds would cumulatively contribute to the nonattainment designations of the SCAB. Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality as discussed. The Proposed Project does not exceed applicable SCAQMD regional thresholds. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, cumulative impacts are anticipated to be less than significant.

Greenhouse Gas

Although the Proposed Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. Therefore, in the case of global climate change, the proximity of the Proposed Project to other GHG emission generating activities is not directly relevant to the determination of a cumulative impact because climate change is a global condition. GHG impacts are exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change.

Currently, the County GHG Reduction Plan's initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalents (MTCO₂e) per year or more. Projects that do not exceed this threshold require no further climate change analysis. Therefore, consistent with CEQA Guidelines Section 15064h(3),10, the County, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions. As discussed previously, the Proposed Project's total net operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO₂e per year, and is consistent with the goals and objectives of the County's GHG Reduction Plan. Therefore, the Proposed Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable.

This Initial Study did not identify any impacts that would require mitigation. Therefore, implementation of the Proposed Project would not result in any cumulative impacts. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- 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 closest surface trace of a Holocene-active fault to the site is the Western section of the North Frontal Thrust System, located approximately 6.3 miles to the north. Other nearby active faults are the Eastern section of the North Frontal Thrust System, Silver Reef Fault, the San Andreas Fault Zone, and the Pinto Mountain Fault Zone located approximately 7.1 miles northeast,

9.9 miles northeast, 13.7 miles southwest, and 16.2 miles southeast of the site, respectively. The effects of ground shaking can be minimized if the proposed improvements are designed and constructed in conformance with current engineering practices. The site is located within an area susceptible to liquefaction. The Proposed Project would incorporate the recommendations listed in the final Geotechnical Investigation report, thereby reducing potential impacts related to liquefaction to a less-than-significant level. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

SECTION 5 – SUMMARY OF MITIGATION MEASURES

- BIO-1:** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS) prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.
- BIO-2:** Permits from the California Department of Fish and Wildlife, the Regional Water Quality Control Board (RWQCB), and the U.S. Army Corps of Engineers shall be acquired.
- CR-1:** A cultural resources monitoring program conducted by a County approved archaeologist, with at least 3 years of regional experience, and YSMN approved Native American representative during all project related ground disturbances shall be implemented (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). However, during project development, the archaeologist and tribal monitor shall have the authority to modify and reduce the monitoring program to either periodic spot-checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. The scope of the full monitoring program shall be as coordinated between the County and YSMN. A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.
- CR-2:** If, at any time, evidence of human remains (or suspected human remains) are uncovered, the County Coroner must be contacted immediately and permitted to examine the find in situ. A buffer must be established around the find (minimum of 100 feet) and the consulting archaeologist must also be notified.

If the remains are determined to be of Native American origin, the Coroner will contact the Native American Heritage Commission and the Most Likely Descendant (MLD) will be named. In consultation with the MLD, the County, project proponent, and consulting archaeologist, the disposition of the remains will be determined. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be archaeological, but non-Native American, the consulting archaeologist will oversee the removal, analysis, and disposition of the

remains. Any costs incurred will be the responsibility of the project proponent/property owner.

If the remains are determined to be of forensic value, the County Coroner will arrange for their removal, analysis, and disposition. The Coroner's activities will not involve any costs to the project proponent/property owner.

TCR-1: Tribal Monitoring

Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. All findings will be subject to the protocol detailed within the approved scope of work.

TCR-2: Treatment of Cultural Resources During Project Implementation

If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.

The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site.

It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All reburials are subject to a reburial agreement that shall be

developed between the landowner and YSMN outlining the determined reburial process/location and shall include measures and provisions to protect the reburial area from any future impacts.

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums approved Lead Agency to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and/or tribal monitor and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN. An (AAM)-accredited facility within the County that can incorporate the materials into their permanent collections shall be located and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with the appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/Lead Agency to pay for those fees.

All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and/or tribal monitor and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN.

TCR-3: Inadvertent Discoveries of Human Remains

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

SECTION 6 - REFERENCES

- Albert A. Webb Associates. Crestline Village Water District 2020 Urban Water Management Plan. Adopted June 15, 2021.
- California Department of Conservation, California Important Farmland Finder. Accessed October 10, 2023
- California Department of Conservation. California Tsunami Maps and Data. Accessed March 14, 2024.
- California Department of Toxic Substances and Control. EnviroStor database. Accessed March 8, 2024.
- Office of Planning and Research. Site Check <https://sitecheck.opr.ca.gov/> . Accessed March 4, 2024.
- San Bernardino County Assessor Record County Clerk. Assessor Property Information – Parcels Under Open Space Contract Report 6/30/2023. Accessed March 4, 2024.
- San Bernardino County, Countywide Plan. Adopted July 2020. http://countywideplan.com/wp-content/uploads/2020/08/CWP_PolicyPlan_PubHrngDraft_HardCopy_2020_July.pdf
- Placeworks. San Bernardino County Countywide Plan Draft EIR. Prepared June 2019. http://countywideplan.com/wp-content/uploads/2019/06/Ch_000_TITLE-PAGE.pdf
- San Bernardino County. Countywide Plan web maps. <https://countywideplan.com/resources/maps-tables-figures/>. Accessed periodically.
- San Bernardino County Code -Title 8-Development Code. <http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf>. Accessed periodically.
- US Fish and Wildlife. National Wetlands Inventory. <https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>. Accessed July 28, 2023.

Project-Specific Technical Studies

- BFSA Environmental Services. Cultural Resources Study for the Pine View Drive Blue Water Channel Project. December 20, 2023.
- BFSA Environmental Services. Paleontological Assessment for the Pine View Drive Blue Water Channel Project. December 20, 2023.
- Geocon West, Inc. Geotechnical Investigation. Pine View Storm Drain Fairway Boulevard to Sugarloaf Boulevard. April 2023.
- Jennings Environmental, LLC. Biological Resources Assessment and Jurisdictional Delineation for the Proposed Pine View Drive Blue Water Channel. July 2023, Updated January 2024.
- Lilburn Corporation. Pine View Drive Blue Water Channel Construction Emissions. April 11, 2024.
- MNS Engineers, Inc. Bluewater Channel Project Preliminary Hydraulics Report. September 8, 2023.