



CITY OF BIG BEAR LAKE *California*

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

1. Project Title: Mountain Transit (MT) Facility Relocation Conditional Use Permit (CUP) 2022-74
2. Lead Agency Name and Address:
City of Big Bear Lake
PO Box 10000, 39707 Big Bear Blvd., Big Bear Lake, CA 92315
3. Contact Person and Phone Number: Andrew Mellon, 909-866-5831 Ext. 194
4. Project Location: 170 Business Center Dr.; northwest corner of Business Center Dr. and Sandalwood Dr.
5. Project Sponsor's Name and Address:
Mountain Area Regional Transit Authority
PO Box 1501, 41939 Fox Farm Rd., Big Bear Lake, CA 92315
6. General Plan Designation: Commercial General 7. Zoning: Commercial – General (C-2)
8. Description of Project:

Mountain Area Regional Transit Authority (“MT”) (“Project Applicant”) is a public transit agency that primarily serves the rural communities in the San Bernardino Mountains, including the Big Bear Valley, Crestline, Lake Arrowhead, Running Springs; and the City of Big Bear Lake. The current facilities located at 41939 Fox Farm Road in the City of Big Bear Lake, and 621 Forest Shade Road, Crestline, are both under-sized and have a variety of challenges that make service provisions difficult. In addition, MT is experiencing a growth in service and ridership, with expansions in fixed-route and Dial-A-Ride service in Big Bear Valley (BBV) and a ridership increase (not including service expansion) of 1.32% annually. MT proposed the following service expansions in their 2016 Short Range Transit Plan: RIM trolley/summer weekend service expansion, RIM Dial-A-Ride expansion, BBV fixed route expansion, BBV resort expansion, BBV Off-the-Mountain (OTM) expansion, leasing buses for the Big Bear Mountain Resort (BBMR) service during winter months, and BBV Dial-A-Ride expansion.

To accommodate the projected service increase, MT proposes to relocate operations from the current locations to 170 Business Center Drive in the City of Big Bear Lake, San Bernardino County (see Figure 1 – Regional Location). The relocation would require approval of a Conditional Use Permit (CUP) to develop a comprehensive administrative, bus storage, and bus maintenance facility at the proposed Project Site. The 3.55-acre Project Site is located on the northwest corner of Business Center Drive and Sandalwood Drive (see Figure 2 – Local Vicinity) and consists of Assessor’s Parcel Numbers (APN) 2328-021-12 and -13.

The Project Site was created as part of Tentative Tract Map (TTM) Application 2007-278, which was approved by the Planning Commission on August 20, 2008 (Resolution PC 2008-24). TTM Application 2007-278 proposed to subdivide an 11.02-acre parcel and develop eight business park lots for General Commercial uses, including rough grading of individual pads and the installation of street and utility infrastructure, including wet and dry utilities and storm drains within the 11.02-acre site. MT’s Project Site comprises two of the parcels created by the subdivision. Since the underlying Mitigated Negative Declaration adopted for the subdivision did not include evaluation of specific land uses and potential environmental impacts, this Initial Study/Mitigated Negative Declaration has been prepared to address details associated with the proposed use of the two parcels by MT as well as provide analyses of environmental resources that may be impacted in

accordance with current 2022 CEQA Guidelines.

The Project Site is designated in the General Plan as Commercial General and zoned Commercial – General (C-2). Subject to a CUP, the Proposed Project is an allowable use within the C-2 zoning district. The Proposed Project would include an 11,470-square-foot (SF) maintenance building and an 11,200-SF administrative building (see Figure 3 – Site Plan). The maintenance facility would consist of service bays, a bus wash, and other support spaces for drivers and MT’s bus fleet. The proposed administration/operations building would house administrative offices and support spaces for staff. See table below for description of the proposed buildings.

Bus Maintenance Facility	Administration Offices
11,470-SF maintenance building and electrical yard	11,200 SF-office
1 story, about 29’ in height	1 story, about 23’ in height
Includes 4 bus mechanic bays, 1 wash bay, ancillary office, shop storage, employee lockers and break room	Includes offices, restrooms, dispatch, lockers, break room, and board meeting room

The Project Site is currently vacant and partially graded, consisting mostly of bare ground with fill material. It is relatively flat, sloping downward to the northwest at a gradient less than 4 percent. As proposed, the Project Site would be developed with 119,355 SF of hardscape (parking and buildings) and 35,312 SF of landscaping.

MT is working towards the 2018 California Air Resources Board (CARB) mandate that all California bus fleets must be zero emission by 2040. In order to accommodate this transformation, MT would be adding electric charging stations and additional parking as the MT would need an estimated two electric buses to run each route due to battery limitations. Facilities would include electrical infrastructure for bus charging at all bus stalls and electrical infrastructure for future bus canopies and solar panel carports.

The Proposed Project includes two parking lots that would provide a total of 58 parking spaces: 36 for passenger cars, 5 car-accessible spaces, 2 van-accessible spaces, and 30 bus stalls. Access to the Project Site would be provided by one 25-foot-wide driveway and one 30-foot-wide driveway, both along Business Center Drive. A bus stop shelter is proposed near the southeast corner of the Project Site on Business Center Drive.

9. Surrounding Land Uses and Setting: The Project Site is located in a commercial area surrounded by a mix of developed and undeveloped land.

	Existing	General Plan Designation	Zoning
Project Site	Vacant & graded	Commercial General	Commercial – General (C-2)
North	Vacant & undeveloped land	Commercial General	Commercial – General (C-2)
South	Southwest Gas Corporation facility; Self- storage facility	Commercial General	Commercial – General (C-2)

East	Undergoing construction; Vacant & undeveloped land	Commercial General	Commercial – General (C-2)
West	Vacant & undeveloped land; storage yard	Public Facility; Commercial General	Public/Open Space (P-OS); Commercial – General (C-2)

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

None anticipated

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Consultation pursuant to PRC section 21080.3.1 is completed and no further consultation is requested from the tribes.

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

Figure 1

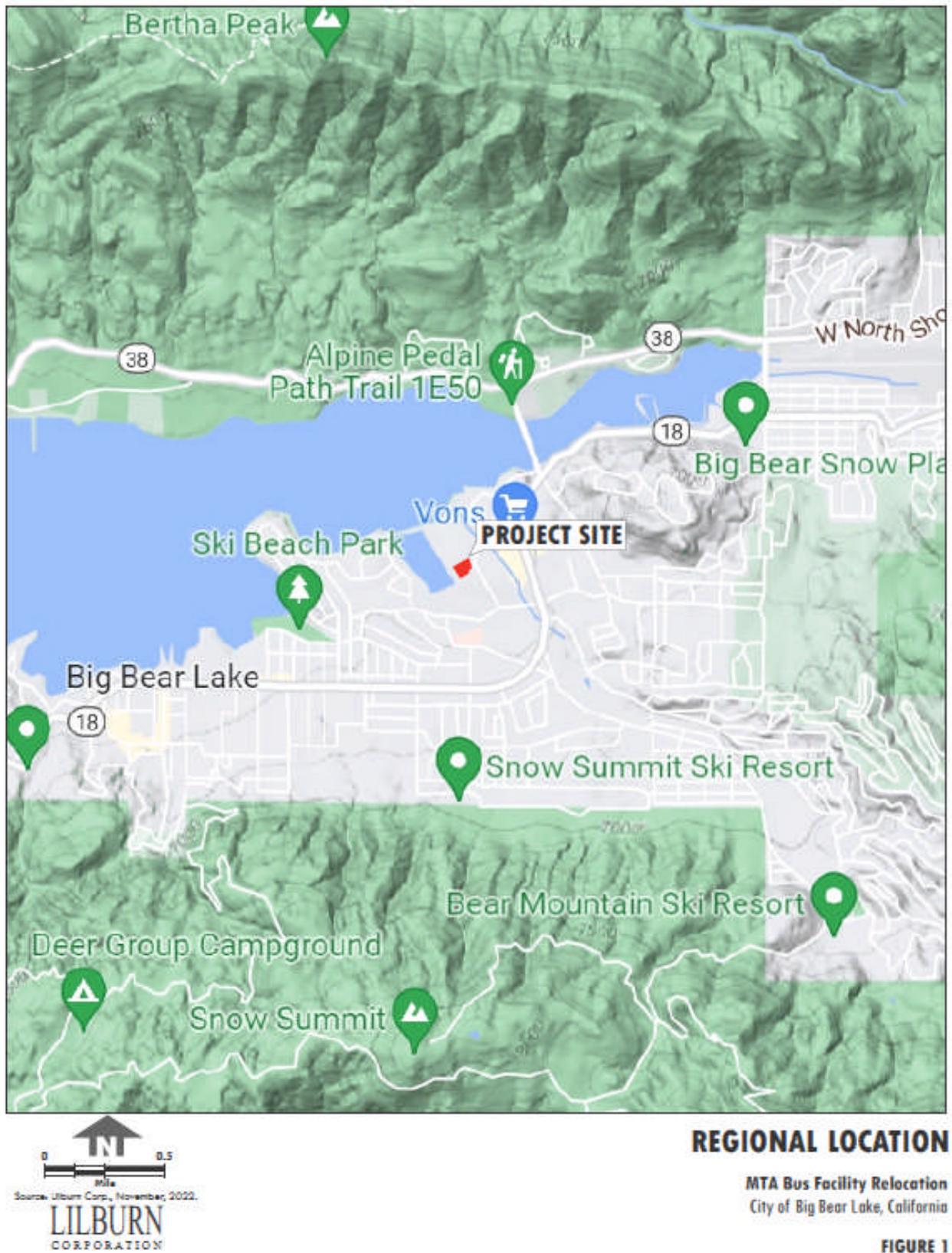
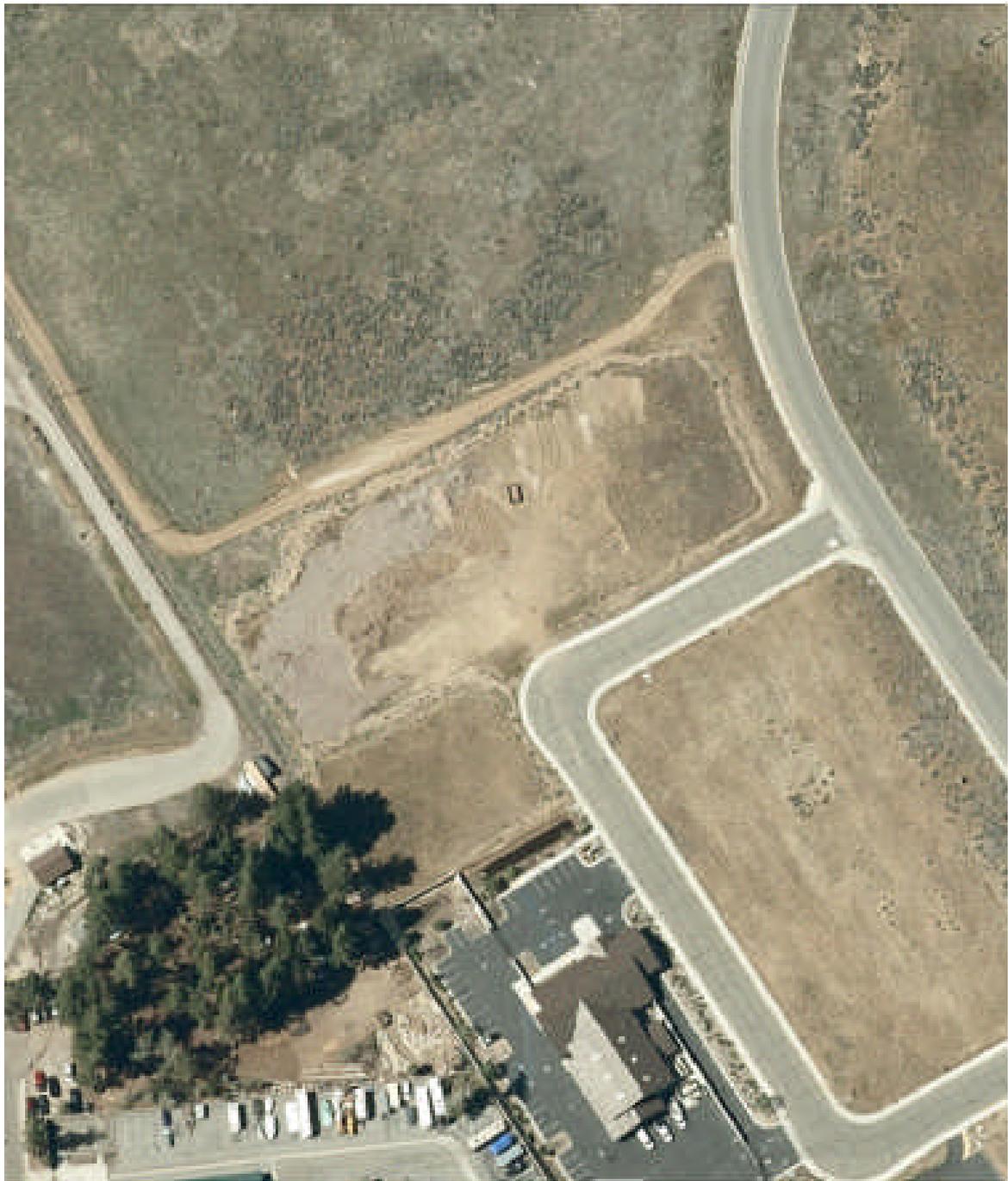


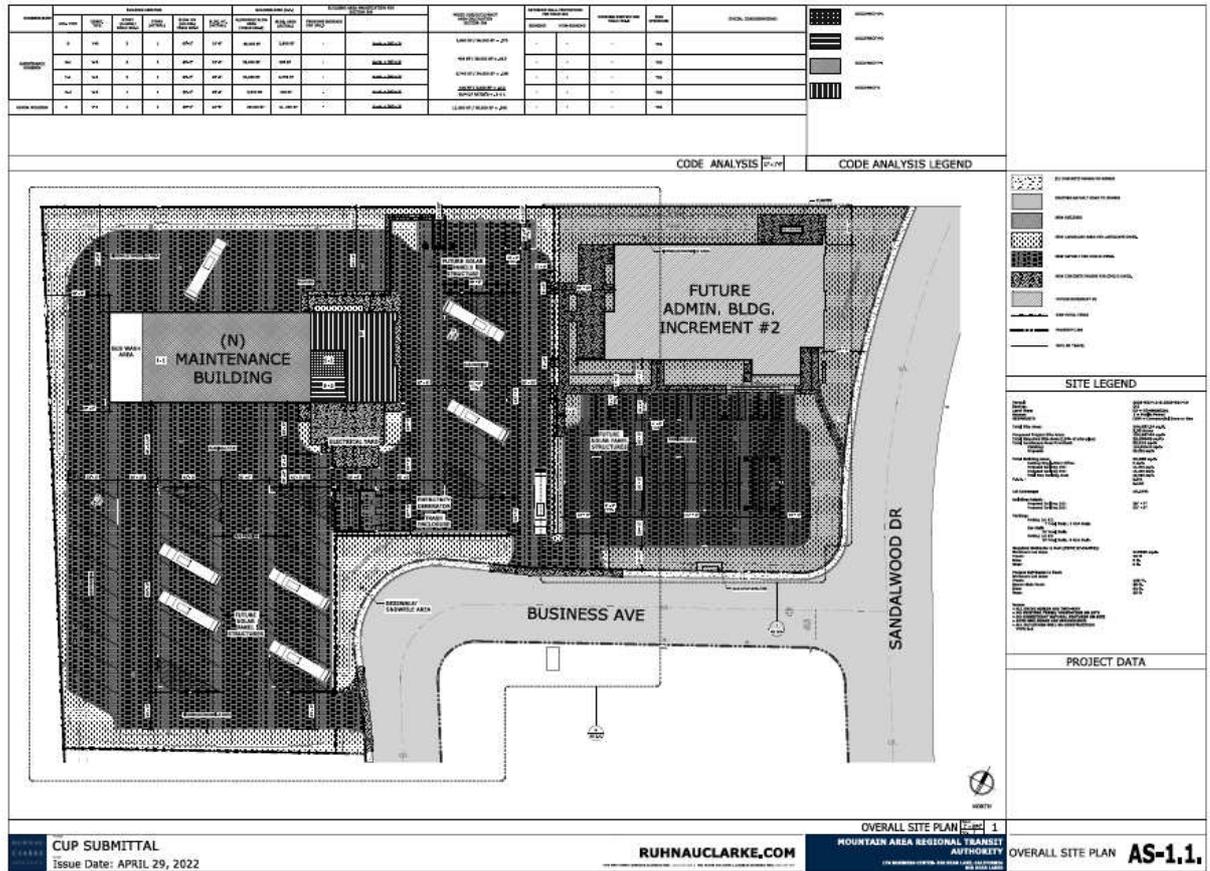
Figure 2



PROJECT VICINITY

FIGURE 2

Figure 3



SITE PLAN
 MTA Bus Facility Relocation
 City of Big Bear Lake, California

FIGURE 3

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

Signature

Susan O'Strander, AICP
Printed Name

February 28, 2023
Date

Community Development Director
City of Big Bear Lake

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. AESTHETICS. Except as provided in Public Resources Code section 21099, would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a scenic vista? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- a) The City of Big Bear Lake is located in the San Bernardino Mountains and is surrounded by mountain peaks. The slopes of the surrounding peaks as well as Big Bear Lake are the main visual resources provided to the City. The Project Site is currently surrounded by undeveloped land to the north, undeveloped land and land that is currently being developed to the east, Southwest Gas Corporation facility and a self-storage facility to the south, and undeveloped land and a storage yard to the west. The proposed maintenance building would be 28'-7" tall and the proposed administrative building would be 22'-6" tall. In addition, per the Development Code, the Proposed Project is required to provide a minimum 15-foot setback along the front with no requirements for side and rear setbacks. However, the Proposed Project is anticipated with ample room from property lines, providing a 135-foot setback along the front, a 42-foot setback along the street side yard, 42-foot setback along the sides, and a 25-foot setback along the rear. Therefore, the Proposed Project is not anticipated to substantially block views of scenic vistas of the mountains or the lake from the vantage point of the surrounding uses. Furthermore, the land between the Project Site and the lake is adjacent to Sandalwood Drive and remains vacant. Therefore, Big Bear Lake would still be viewable from Sandalwood Drive. Less than significant impacts are identified or anticipated, and no mitigation measures are required.
- b) The Project Site is currently vacant and partially graded, consisting mostly of bare ground with fill material. The Project Site is not located within the viewshed of a designated State scenic highway.¹ The nearest State scenic highway is Big Bear Boulevard, located approximately 0.21 mile east of the Project Site. Also, there is existing development between the Project Site and Big Bear Boulevard. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) The Proposed Project would be located in an area designated for commercial uses. The Project Site is currently surrounded by undeveloped land to the north, undeveloped land and land that is currently being developed to the east, Southwest Gas Corporation facility and a self-storage facility to the south, and

¹ California Department of Transportation. California State Scenic Highway map. Accessed September 30, 2022.

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

undeveloped land and a storage yard to the west. The architecture of the Proposed Project would be similar to that of the surrounding, existing uses. The buildings are within the permitted uses of the General Plan for a commercial area, and would be required to comply with all applicable development standards of the zone, including building height, setbacks, landscaping, etc. The C-2 zone allows for commercial development and heights up to 40 feet for primary structures and up to 20 feet for accessory structures. The proposed administration building and maintenance building would be 22’-6” and 28’-7”, respectively. Design of the Proposed Project would comply with all applicable development standards, including but not limited to, Section 17.35.080 of the Municipal Code and the Community Design Element of the General Plan² which requires all development within Big Bear Lake to be designed to fit into its natural setting and respect special site features such as views. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- d) The Project Site is currently undeveloped and disturbed. Therefore, implementation of the Proposed Project would create a new source of nighttime lighting in the local area and would be visible from surrounding land uses. The facility would create new sources of light from the bus maintenance and wash facilities, street light, the buses, and employee/visitor automobiles. Additionally, the Proposed Project would install solar panel canopies over the bus parking that would provide security lighting from underneath. However, project lighting would not have significant impact on the surrounding land uses as the Project Site is located in a developed area. The Project Site is currently surrounded by land that is currently being developed to the east, Southwest Gas Corporation facility and a self-storage facility to the south, and a storage yard to the west. Moreover, the Proposed Project would be required to comply with the lighting standards identified in Section 17.35.080 of the City’s Municipal Code. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

² City of Big Bear Lake. General Plan - Community Design Element. 1999

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
- a) The Project Site is located outside of the survey area for the California Department of Conservation’s Important Farmland map data. The General Plan Land Use Map does not indicate that any areas within the City of Big Bear Lake are agricultural. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b) The Project Site is designated in the General Plan as Commercial General and zoned Commercial – General (C-2). Therefore, the Proposed Project would not conflict with existing zoning for agricultural

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

use. Furthermore, the Project Site is not under or adjacent to any lands under a Williamson Contract as no Williamson Contracts exist within the City.³ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- c) The Project Site is designated Commercial General and zoned C-2. Therefore, the Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land. No impacts are identified or anticipated, and no mitigation measures are required.
- d) While the City of Big Bear Lake is located within the San Bernardino National Forest, the Project Site does not contain trees of any type of trees.⁴ The site is completely bare of any vegetation and is currently being maintained as a storage yard for vehicles (plowing and weeding). Therefore, the Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. The Proposed Project would be constructed on a vacant and graded land. No impacts are identified or anticipated, and no mitigation measures are required.
- e) The Project Site does not support agricultural or forest land uses that would be lost as a result of the Proposed Project implementation. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- a) The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the SCAB establishes a program of rules and regulations administered by the SCAQMD to obtain attainment of the state and federal ambient air quality standards. The most recent AQMP (AQMP 2016) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions,

³ San Bernardino County. Countywide Plan Maps. NR-5 "Agricultural Resources." Accessed March 8, 2022.

⁴ Site visits November 17, 2023 by Lilburn Corporation and January 21, 2023 by Jennings Environmental

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

including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2016 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

The Proposed Project is consistent with the City of Big Bear Lake General Plan designation of Commercial General and would therefore be consistent with the land uses assumed in the adopted General Plan growth forecasts which are used in development of the AQMP. The Proposed Project is a relocation project. The existing and proposed uses are within the same air basin, therefore, emissions from the proposed use have already been accounted for. Therefore, the Proposed Project would not result in a conflict or obstruction to the implementation of the AQMP and no significant inconsistency with the AQMP would occur. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

- b) The California Emissions Estimator Model (CalEEMod) is recommended by the SCAQMD for all general development projects within the South Coast Air Basin. Therefore, the Proposed Project’s construction and operational emissions were estimated using CalEEMod version 2022.1 (see Appendix A for report). The criteria pollutants estimated for include: reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and fugitive particulates (PM10 and PM2.5). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, site grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in 2023 and be completed by 2024. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and Table 2, which represent summer and winter construction emissions, respectively.

**Table 1
Maximum Summer Construction Emissions
(Pounds per Day)**

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction During 2023	4.04	39.8	37.1	0.05	21.7	11.8
Construction During 2024	13.9	11.4	14.0	0.02	0.66	0.50
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Summer Emissions.

**Table 2
Maximum Winter Construction Emissions
(Pounds per Day)**

Source/Phase	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction During 2023	1.31	12.0	13.9	0.02	0.71	0.55
Construction During 2024	1.25	11.4	13.8	0.02	0.66	0.50
SCAQMD Threshold	75	100	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Winter Emissions.

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

As shown in Table 1 and Table 2, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM₁₀ and PM_{2.5}).

Operational Emissions

The operational mobile emissions were based on existing trips generated by the MT facilities to be relocated which were estimated to be 100 trips. No additional trips are anticipated with the relocation. However, as a worst-case analysis, the model was run assuming 100 trips would be generated by buses and another 100 trips would be generated by passenger cars.

The Proposed Project’s long-term operational emissions have been calculated and are summarized below in Table 3 and Table 4.

**Table 3
Summer Operational Emissions Summary
(Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	0.63	4.06	279	0.04	3.48	0.80
Area	0.72	0.01	0.99	0.00	0.00	0.00
Energy	0.01	0.26	0.22	0.00	0.02	0.02
Totals	1.37	4.33	280	0.04	3.50	0.82
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Summer Emissions.
Emissions represent the daily maximum emissions.

**Table 4
Winter Operational Emissions Summary
(Pounds per Day)**

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Mobile	0.61	4.12	277	0.03	3.48	0.80
Area	0.56	--	--	--	--	--
Energy	0.01	0.26	0.22	0.00	0.02	0.02
Totals	1.19	4.39	277	0.04	3.49	0.82
SCAQMD Threshold	55	55	550	150	150	55
Significant	No	No	No	No	No	No

Source: CalEEMod.2022.1 Winter Emissions.
Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- c) SCAQMD has developed a methodology to assess the localized impacts of emissions from a proposed project as outlined within the Final Localized Significance Threshold (LST) Methodology report;

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

completed in June 2003 and revised in July 2008. The use of LSTs is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs apply to projects that must undergo CEQA or the National Environmental Policy Act (NEPA) and are five acres or less. LST methodology is incorporated to represent worst-case scenario emissions thresholds. CalEEMod version 2022.1 was used to estimate the on-site and off-site construction emissions. The LSTs were developed to analyze the significance of potential air quality impacts of proposed projects to sensitive receptors (i.e. schools, single family residences, etc.) and provide screening tables for small projects (one, two, or five acres). Projects are evaluated based on geographic location and distance from the sensitive receptor (25, 50, 100, 200, or 500 meters from the site).

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

The Project Site is approximately 3.55 acres and therefore the “two-acre” LSTs were utilized for the analysis and represents a worst-case scenario as the larger the site the larger the screening threshold. The nearest sensitive receptor is the residential development located approximately 400 feet (~125 meters) west of the Project Site; therefore, LSTs are based on a 100-meter distance. The Proposed Project’s construction and operational emissions with the appropriate LST are presented in Table 5.

**Table 5
Localized Significance Thresholds
(Pounds Per Day)**

Source	NOx	CO	PM10		PM2.5	
Construction Emissions (Max. from Table 1 and Table 2)	39.8	37.1	21.7		11.8	
Operational Emissions (Max. Total from Table 3 and Table 4)	4.39	280	3.50		0.82	
Highest Value (lbs/day)	39.8	280	21.7	3.50	11.8	0.82
LST	263	3,029	44*	11†	13*	4†
Greater Than Threshold	No	No	No	No	No	No

Sources: CalEEMod.2022.1 Summer and Winter Emissions; SCAQMD Final Localized Significance Threshold Methodology; SCAQMD Mass Rate Look-up Tables for a one-acre site in SRA No. 38, distance of 100 meters.

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

* Construction emissions LST

† Operational emissions LST

As shown in Table 5, the Proposed Project’s emissions are not anticipated to exceed the LSTs. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations. No mitigation measures are required.

- d) The nearest sensitive receptor is the residential development located approximately 400 feet west of the Project Site. Potential temporary odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. Construction would be completed in two phases, further reducing potential

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

pollutant exposure or odor impacts to sensitive receptors in the area. The Proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.” The nearest sensitive receptor is at a distance far enough that typical odors associated with bus maintenance would disperse prior to becoming a nuisance. During operations, project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of Big Bear’s solid waste regulations. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

IV. BIOLOGICAL RESOURCES. Would the project:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) A Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD) report was prepared for the Proposed Project in January 2023 (see Appendix B for report). According to the California Natural Diversity Database (CNDDDB), 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 Big Bear City and Moonridge quads were included in this search due the Project 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 CNDDDB 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. There is no habitat within the Proposed Project, as well as the immediate surrounding area, that is suitable for the sensitive species identified in the CNDDDB search. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site. Findings for specific species are provided below.				

Special Status Species

Southern rubber boa – Threatened (State)

Southern Rubber boa have been documented to the south and west of the Project Site. Additional observations have been recorded in Little Bear Creek, which is located 0.03-mile northwest of the Project Site. These occurrences likely represent movement corridors for this species. In addition to the Little Bear Creek occurrences, there are 10 rubber boa occurrences documented within approximately 5 miles of the Project Site. There is no suitable habitat within the Project Site boundary. The site is mostly disturbed and the dirt areas are exposed to direct sunlight most of the year and do not retain moisture. Additionally, the Project Site does not contain any fallen debris for hibernacula and there are no south-facing slopes to provide any rock outcrops. The site is also separated from the occupied habitat by multiple development projects. Therefore, this species is considered absent from the Project Site and the Proposed Project will not affect the Southern rubber boa.

Bald eagle – Delisted (Federal)/ Endangered (State)

According to the CNDDDB, the nearest occurrence for the Bald eagle (BAEA) is 0.83-mile northeast of the Project Site. Some of the area surrounding the Project Site does provide habitat suitable to support BAEA however, the Project Site is not within or adjacent to any suitable BAEA foraging or nesting habitat. The nearest suitable habitat for this species is the Big Bear Lake shoreline, which is approximately 0.47-mile north of the Project Site. Additionally, the Proposed Project does not require the removal of large old-growth vegetation. Therefore, the Proposed Project will not affect BAEA and no further investigation relative to this species is warranted or required.

California spotted owl – SSC

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

Per the CNDDDB Spotted Owl (SPOW) Observations Database (2021), the nearest documented SPOW activity center (roosting or nesting site) is approximately 0.68-mile southwest of the Project Site. Some of the area surrounding the Project Site provide habitat suitable to support SPOW. 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 several years. 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 San Bernardino National Forest areas nearby have been surveyed extensively by the Forest Service since the late 1980s. The Project Site is not occupied by SPOW, and development of the Proposed Project will not affect this species.

San Bernardino flying squirrel – SSC

Per the San Diego Natural History Museum (SDNHM) database, the nearest documented flying squirrel occurrence (2008) is approximately 0.72-mile southwest 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 or commercial developments with scrub on the vacant adjacent parcels. This species has been documented within approximately 0.72-mile of the Project Site, in mixed conifer forest habitat. 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 include the removal of large old-growth vegetation as there is none on the site. Therefore, the Proposed Project will not impact this species.

Bird-foot checkerbloom – Endangered (Federal/State)

There are documented historical occurrences for bird-foot checkerbloom (*Sidalcea pedata*) adjacent to the Project Site. It is likely that the Project Site did at one time contain suitable habitat for this species. However, the site is no longer suitable for this species. The soil on-site consists of 3 feet of non-native fill material and is continually disturbed by maintenance activities (mowing in the spring and plowing in the winter) and vehicle parking. 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 Project Site is subject to the Migratory Bird Treaty Act and the California Fish and Game Code. The season for bird nesting generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. Therefore, Mitigation Measure BIO-1 shall be implemented to address potential impacts to nesting birds.

Mitigation Measure BIO-1: Whenever possible, impacts to native nesting birds will be avoided by not conducting project activities that involve clearing of vegetation, generation of mechanical noise, or ground disturbance during the typical breeding season (February 1 to September 1), if species covered under the Migratory Bird Treaty Act and Fish and Game Code sections 3503, 3503.5, and 3513 are determined to be present. If project activities must be conducted during the nesting bird 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 within a 500-ft radius of the construction area. 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

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

upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. Buffers around active nests will be a minimum of 250 feet,⁵ unless the biologist determines that smaller buffers would be sufficient to avoid impacts to nesting birds. 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) The Project Site is completely bare of any vegetation and is currently being maintained as a storage yard for vehicles (plowing and weeding). Additionally, the site is comprised of fill material from non-native sources. The neighboring parcels do have some native vegetation in the form of *Ericameria nauseosa* Shrubland Alliance (rubber rabbitbrush scrub). According to the databases, no sensitive habitat, including United States Fish and Wildlife Service (USFWS) designated critical habitat, occurs within or adjacent to the Project Site. 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 no definable bed or bank features exist on the Project Site. As such, the subject parcel does not contain any areas under CDFW jurisdiction. No significant impacts are identified or anticipated, and no mitigation measures are required.
- c) Aerial imagery of the Project Site was examined and compared with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The USFWS National Wetland Inventory and Environmental Protection Agency (EPA) Water Program “My Waters” data layers were also reviewed to determine whether any hydrologic features and wetland areas have been documented within the vicinity of the site. Similarly, the Soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2023) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status. After a review of the aerials, it appeared that there was a jurisdictional feature on the western edge of the parcel.

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) while the Regional Water Quality Board 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 no drainage features were present on-site that met the definition for WOUS. As such, the Project Site does not contain any wetlands, WOUS, or Waters of the State. Therefore, no permit from any regulatory agency will be required. No significant impacts are identified or anticipated, and no mitigation measures are required.

- d) According to the California Essential Habitat Connectivity Project, the Project Site is not mapped within an area for wildlife movement. Rubber boa have been documented to the south and west of the Project Site. Additional observations have been recorded in Little Bear Creek, which is located 0.03-mile northwest of the Project Site. These occurrences likely represent movement corridors for this species. As stated previously, the Project Site is mostly disturbed, does not contain any fallen debris for hibernacula, and there are no south-facing slopes to provide any rock outcrops. The site is also separated from the

⁵ California Department of Fish and Wildlife. CDFW’s Conservation Measures for Biological Resources That May Be Affected by Program-level Actions

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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occupied habitat by multiple development projects. Therefore, this species is considered absent from the Project Site and the Proposed Project will not impact rubber boa. No significant impacts are identified or anticipated, and no mitigation measures are required.

- e) The Project Site is disturbed and partially graded. There are no trees present on the Project Site. Therefore, the City’s Tree Conservation ordinance⁶ is not applicable. No impacts are identified or anticipated, and no mitigation measures are required.
- f) The Project Site is not within or adjacent to a habitat conservation plan. Therefore, the Proposed Project will not have an impact on any habitat conservation plans. No impacts are identified or anticipated, and no mitigation measures are required.

V. CULTURAL RESOURCES. Would the project:

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

- a) A Cultural Resources Study, dated November 30, 2022, was prepared for the Proposed Project by BFSA Environmental Services (see Appendix C for report). The purpose of this investigation was to locate and record any cultural resources within the Project Site and subsequently evaluate any resources as part of the City of Big Bear Lake environmental review process conducted in compliance with the CEQA. The archaeological investigation of the project includes an archaeological records search requested from the South Central Coastal Information Center (SCCIC) at California State University, 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 21 previously recorded resources (five prehistoric, three multicomponent, and 13 historic) within one mile of the Project Site. The historic resources consist of artifact scatters, foundations, structures, roads, single-family properties, and structures associated with Camp Juniper. Multicomponent sites consist of two sites containing a prehistoric lithic scatter and historic trash scatter while the third multicomponent site contains a historic trash scatter with prospecting pits and a prehistoric isolate. However, no resources are recorded within the Project Site. A review of aerial photographs shows that the property has been vacant since at least the late 1930s and was repeatedly cleared of vegetation. Based on the project’s Development Review Application, the property “was previously master plan graded for superpads” (City of Big Bear Lake 2022).

BFSA reviewed the following sources to help facilitate a better understanding of the historic use of the property:

⁶ City of Big Bear Development Code. Chapter 17.10 “Tree Conservation”

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

- The National Register of Historic Places Index
- The OHP, Archaeological Determinations of Eligibility
- The OHP, Directory of Properties in the Historic Property Data File
- The 1949 and 1964 Lucerne Valley 15-minute series topographic maps
- The 1957 San Gorgonio Mountain 15-minute series topographic maps
- The 1975 Fawnskin 7.5-minute series topographic map
- The 1975 and 1984 Big Bear Lake 7.5-minute series topographic maps
- 1938, 1948, 1952, 1966, 1969, 1983, 1995, 2005, 2010, 2016, and 2021 aerial photographs

These sources did not indicate the presence of any additional archaeological resources within the Project Site. According to the historic maps and aerial photographs, the property has been vacant since at least 1938 and no structures appear to have ever been located within the property. Generally, the aerial photographs show the project as vacant land; however, the 1995 and subsequent aerial photographs appear to show the project being impacted and repeatedly cleared as properties to the south, along with Sandalwood Drive, were developed. Further, the aerial photographs appear to show the project graded between 2012 and 2013.

An archaeological survey was conducted on November 16, 2022 as an intensive reconnaissance consisting of a series of survey transects across the Project Site. Approximately 90 percent of the property was noted as being previously developed and covered in three to four feet of imported fill. The survey did not result in the identification of any historic cultural resources within the Project Site.

Cultural resources have the potential for occurring anywhere. Therefore, possible significant adverse impacts have been identified and the following mitigation measure is required as a condition of project approval to reduce these impacts to a level below significant.

Mitigation Measure CR-1: In the event that any historic or prehistoric cultural resources are inadvertently discovered, all construction work in the immediate vicinity of the discovery shall stop and a qualified archaeologist shall be engaged to discuss the discovery and determine if further mitigation measures are warranted.

- b) The archaeological investigation of the project includes an archaeological records search requested from the SCCIC in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the project or in the immediate vicinity. The results of the SCCIC records search did not identify any resources within the Project Site. However, the search did identify 21 cultural resources (five prehistoric, three multicomponent, and 13 historic) within one mile of the Project Site. The prehistoric resources consist of one lithic scatter, a bedrock milling feature, and three isolates. Multicomponent sites consist of two sites containing a prehistoric lithic scatter and historic trash scatter while the third multicomponent site contains a historic trash scatter with prospecting pits and a prehistoric isolate.

A Sacred Lands File (SLF) search was also requested from the Native American Heritage Commission (NAHC) to search for the presence of any recorded Native American sacred sites or locations of religious or ceremonial importance within one mile of the project. The SLF search was returned with negative results. The archaeological survey did not result in the identification of any historic or prehistoric cultural resources within the Project Site.

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

Mitigation Measure CR-1 identified above would address potential impacts associated with unanticipated archaeological finds.

- c) The discovery of human remains is always a possibility during ground-disturbing activities. Therefore, possible significant adverse impacts have been identified or anticipated and Mitigation Measure CR-2 is required as a condition of project approval to reduce these impacts to a less than significant level.

Mitigation Measure CR-2: If human remains are discovered, work shall halt in that area until a determination can be made regarding the provenance of the human remains; and the procedures set forth in CEQA Section 15064.5(e), the California PRC (Section 5097.98), and the State Health and Safety Code (Section 7050.5) shall be undertaken.

10) **ENERGY.** Would the project:

- a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?
- b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- a) Electrical service for operations would be provided by Bear Valley Department of Power and Water (BVDPW) and natural gas would be provided by Southwest Gas Corporation (SGC). The Proposed Project’s construction and operations would comply with State building code (Title 24) and City codes regarding energy efficiency requirements. Operational energy use (electricity and natural gas) would be typical of similar uses and building design and construction would be in compliance with Municipal Code Chapter 15.04 (Energy Efficiency Standards). In addition, the Proposed Project is a relocation of an existing fleet and facilities to an undeveloped site 0.3-mile north of the current MT facility site. Therefore, energy demand within the BVDOW and SGC service areas are not anticipated to substantially increase with implementation of the Proposed Project.

However, some increase in energy demand is anticipated as the new facility would include charging facilities for the zero emission buses (ZEBs). Assuming a 1:1 replacement ratio, each existing bus will eventually be replaced with an equivalent-length ZEB bus. The last conventional (gasoline) bus is expected to be purchased in 2028.⁷ All new bus purchases are anticipated to be battery electric buses (BEB) starting in 2029. Based on the recommended three 60 kW ground-mounted direct current (DC) plug-in charging solution, there will be eight plug-in charging positions in a 1:2 charger to bus dispenser ratio installed on site. This will require an additional demand load of 420 kW for a maximum of 18 buses (which is the number of buses to be on-site by year 2027). The site is anticipated to support up to 26 buses by 2037. Solar arrays would generate on-site renewable energy for the charging facilities and would offset the project’s energy demand. Therefore, impacts related to inefficient energy use would be less than significant.

- b) As concluded above, the Proposed Project’s total impact on regional energy supplies would be minor. The

⁷ San Bernardino County Transportation Authority. San Bernardino County Wide Zero Emission Bus Study Master Plan. April 24, 2020.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed buildings would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction. In order to reduce its grid energy consumption and increase its renewable energy sources, MT proposes to install a solar array at the proposed facility, which would generate renewable energy for the charging stations. This solar array would help offset increased energy demand from the future use of zero emission buses. The Proposed Project would also decrease MT's reliance on fossil fuels and increase its use of renewable energy. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

11) **GEOLOGY AND SOILS.** Would the project:

- | | | | | |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving: | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| (iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a)

- i) The City of Big Bear Lake is not within an Alquist-Priolo Earthquake Fault Zone, and no known active faults underlie the City.⁸ A Geotechnical Investigation report, dated April 11, 2022, was prepared for the Proposed Project by John R. Byerly, Inc. (see Appendix D for report). As stated in the report, the North Frontal fault zone, located approximately 4.5 miles north of the Project Site, would create the most significant earthshaking event. The Proposed Project would be subject to compliance with the Uniform Building Code requirements to reduce the risk of seismic-related loss, injury, or death. No significant impacts are identified or anticipated, and no mitigation measures are required.
- ii) It is anticipated that ground shaking from the North Frontal fault zone will occur during the lifetime of the Proposed Project. Based on an earthquake magnitude of 7.0, a peak horizontal ground acceleration of 0.81 g is assigned to the site. However, as stated previously, the Proposed Project would be subject to compliance with the Uniform Building Code requirements to reduce the risk of seismic-related loss, injury, or death. No significant impacts are identified or anticipated, and no mitigation measures are required.
- iii) Liquefaction is a phenomenon that occurs where there is a loss of strength or stiffness in the soils that can result in the settlement of buildings, ground failures, or other related hazards. The main factors contributing to this phenomenon are: cohesionless, granular soils having relatively low densities (usually of Holocene age); shallow groundwater (generally less than 50 feet); and moderate-high seismic ground shaking. As stated in the report, the Project Site is located within a “Zone of Suspected Liquefaction Susceptibility.” Additionally, groundwater was encountered within the exploratory borings drilled at the site at a depth of 26½ feet. Therefore, there may be a potential for liquefaction to occur. Mitigation Measures GEO-1 through GEO-3 shall be implemented in order to reduce potential impacts to a less than significant level.

Mitigation Measure GEO-1: All structures shall be designed to meet the California Building Code provisions in the most current CBC edition and the ASCE Standard 7-16, where applicable. It is the responsibility of both the property owner and project structural engineer to determine the risk factors with respect to using CBC minimum design values for the proposed facilities.

Mitigation Measure GEO-2: The potential for liquefaction should be properly evaluated by the project Geotechnical Engineer.

Mitigation Measure GEO-3: Site preparation recommendations as listed in a City-approved Final Geotechnical Investigation report shall be incorporated into project design.

- iv) As stated in the April 11, 2022 Geotechnical Investigation report, due to the low-lying relief of the Project Site and adjacent areas, the Project Site is not susceptible to landslides. In addition, the Project Site is not located within a mapped area susceptible to landslides. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

⁸ City of Big Bear Lake. General Plan - Environmental Resource Element, 1999.

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

- b) Construction activities could result in soil erosion if the Project Site is not properly designed. The potential impacts of soil erosion would be minimized through the preparation and implementation of a Storm Water Pollution 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. Under proposed conditions, the Project Site would be developed with impervious surfaces and landscaping, thereby reducing the potential for soil erosion. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- c) The potential for lateral spreading or lurching is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground. Due to the relatively flat nature of the Project Site and distance from embankments, the potential for ground lurching and/or lateral spreading is considered low. Seismically-induced settlement generally occurs within areas of loose, granular soils during periods of strong ground motion. The geotechnical investigation determined that the potential for seismically-induced settlement at the Project Site is considered very low. As stated previously, the potential for landslides is considered low and Mitigation Measures GEO-1 through GEO-3 shall be implemented in order to address liquefaction potential. Therefore, no significant adverse impacts are anticipated with implementation of Mitigation Measures GEO-1 through GEO-3 as identified above.
- d) As presented in the April 11, 2022 Geotechnical Investigation report, the Project Site soils have a very low expansion potential. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) The Proposed Project would connect to the City’s existing sewer line along Sandalwood Drive. No septic tanks or alternative wastewater disposal are proposed. No impacts are identified or are anticipated, and no mitigation measures are required.
- f) The potential for unique paleontological resources or unique geologic features located within the Project Site is not known. However, the Project Site has been graded and no excavations (either for building footings or utilities) into native soils are proposed. Approximately 90 percent of the Project Site is covered in three to four feet of imported fill. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are proposed.

12) **GREENHOUSE GAS EMISSIONS.** Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

a) Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO₂), Methane (CH₄), and Nitrous oxide (N₂O). Emissions were estimated using CalEEMod version 2022.1 with construction anticipated to begin in 2023 and be completed in 2024. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips, and trip lengths. The Proposed Project is anticipated to generate

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

approximately 100 total daily trips based on the trip generation from the existing facility. No additional trips are anticipated with the relocation. However, as a worst-case analysis, the model was run assuming 100 trips would be generated by buses and another 100 trips would be generated by passenger cars.

The Proposed Project’s emissions were compared to SCAQMD screening threshold of 10,000 metric tons CO₂e for industrial uses. A summary of the results is shown below in Table 6 and Table 7.

**Table 6
Greenhouse Gas Construction Emissions
(Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	R ¹
2023	141	0.01	0.00	0.02
2024	175	0.01	0.00	0.03
Total (MTCO₂e)	318			
Construction Amortized 30 Years	10.6			

Source: CalEEMod.2022.1 Annual Emissions.

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

**Table 7
Greenhouse Gas Operational Emissions
(Metric Tons per Year)**

Source/Phase	CO ₂	CH ₄	N ₂ O	R ¹
Mobile	3,020	3.19	0.51	2.06
Area	0.46	0.00	0.00	--
Energy	189	0.01	0.00	--
Water	17.7	0.17	0.00	--
Waste	2.51	0.25	0.00	--
Refrigeration	--	--	--	0.98
Construction Amortized 30 Years	10.6			
Total (MTCO₂e)	3,486.6			
SCAQMD Threshold	10,000			
Significant	No			

Source: CalEEMod.2022.1 Annual Emissions.

Common refrigerant GHGs used in air conditioning and refrigeration equipment.

As shown in Table 6 and Table 7, the Proposed Project’s emissions would not exceed SCAQMD’s screening threshold. Additionally, MT is working towards the 2018 California Air Resources Board (CARB) mandate that all California bus fleets must be zero emission by 2040. The Project Site is anticipated to support up to 26 zero emission buses by 2037. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- b) The SCAQMD’s thresholds used the California Governor Executive Order S-3-05 goals as the basis for deriving the screening level. The Proposed Project’s emissions meet the threshold for compliance with Executive Order S-3-05, the Proposed Project’s emissions also comply with the goals of AB 32. Additionally, as the Proposed Project meets the current interim emissions targets/thresholds established by the SCAQMD (as described in Section III. Air Quality of this Initial Study), the

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Proposed Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 as mandated by SB 32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project will be required to comply with these regulations as they come into effect. As discussed, the Proposed Project’s GHG emissions fall below SCAQMD screening threshold of 10,000 metric tons of CO₂ equivalent per year and the Proposed Project is in compliance with the reduction goals AB 32 and SB 32.

MT is working towards the 2018 California Air Resources Board (CARB) mandate that all California bus fleets must be zero emission by 2040. In order to accommodate this transformation, MT would be adding electric charging stations and additional parking as the MT would need an estimated two electric buses to run each route due to battery limitations. Facilities would include electrical infrastructure for bus charging at all bus stalls and electrical infrastructure for future bus canopies and solar panel carports. Therefore, construction and operation of the Proposed Project will not conflict with any applicable plan, local or regional greenhouse gas plans. No significant impacts are identified or anticipated, and no mitigation measures are required.

13) HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a,b)The Proposed Project includes the construction and operation of a bus parking and maintenance facility, as well as administrative offices. The maintenance facility would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. Operations would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. MT would be required to properly handle and mitigate contamination from hazardous materials related to bus maintenance. The Hazardous Waste Business Plan and Spill Contingency Plan on-file with the County and City would be updated for the relocation site. Additionally, compliance with federal regulations – namely the Hazardous Materials Transportation Act (HMTA) and the US Department of Transportation (DOT)’s 49 CFR 172⁹ would ensure that impacts related to the release of hazardous materials (gasoline, chemicals associated with bus maintenance, etc.) would be *less than significant*. All materials required during construction would be kept in compliance with State and local regulations and BMPs. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) The nearest school to Project Site is Big Bear Middle School, approximately 0.9-mile southwest of the Project Site. No schools exist within 0.25-mile of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

d) The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the EnviroStor database.¹⁰ Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

e) The closest airport in the project vicinity is the Big Bear Airport, located about 1.5 miles from the Project Site. The Project Site is not located within a Safety Review Area,¹¹ nor within the vicinity of a private air strip. The Project Site is not in the vicinity of a private airstrip; however, it is in the vicinity of Bear Valley Community Hospital, which has a heliport. The Proposed Project does not include uses that would result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

f) The City of Big Bear Local Hazard Mitigation Plan¹² describes the process for identifying hazards, risks and vulnerabilities, and identify and prioritize mitigation actions within the City. The Project Site does not contain any critical facilities.¹³ The nearest evacuation route to the Project Site is Big Bear Boulevard, located approximately 0.23-mile east of the Project Site. The Proposed Project would provide the minimum required parking spaces and therefore, project vehicles are not anticipated to park off-site and interfere with the use of evacuation routes. As part of the standard development procedures, development plans are submitted to the City for review and approval to ensure adequate emergency access is provided.

⁹ <https://www.fmcsa.dot.gov/regulations/hazardous-materials/how-comply-federal-hazardous-materials-regulations> & <https://www.govinfo.gov/content/pkg/CFR-1998-title49-vol2/xml/CFR-1998-title49-vol2-part172.xml>. (Accessed September 2, 2022)

¹⁰ California Department of Toxic Substances Control. EnviroStor database. Accessed November 9, 2022.

¹¹ City of Big Bear. Airport Master Plan. 2014. <https://www.bigbearcityairport.com/wp-content/uploads/2014/12/Big-Bear-City-Airport-Master-Plan-56.5MB.pdf>.

¹² Big Bear Fire Authority/City of Big Bear Lake/Big Bear City Community Services District. Local Hazard Mitigation Plan. January 2020.

¹³ San Bernardino County. Countywide Policy Plan web maps: PP-1 “Critical Facilities.” Accessed December 2, 2022.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- g) The Project Site is located in a moderate and high fire hazard severity zone.¹⁴ It is not located within a Very High Fire Hazard Severity Zone. The Proposed Project would comply with the Multi-Jurisdictional Big Bear Valley Community Wildfire Protection Plan (CWPP) regarding wildfire prevention.¹⁵ The Proposed Project would be designed according to existing regulations, which include provisions for emergency access on the site and defensible space in the event of wildfire.¹⁶ Per the Development Code, the Proposed Project is required to provide a minimum 15-foot setback along the front with no requirements for side and rear setbacks. However, the Proposed Project would provide a 135-foot setback along the front, a 42-foot setback along the street side yard, 42-foot setback along the sides, and a 25-foot setback along the rear. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

14) **HYDROLOGY AND WATER QUALITY.** Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (i) result in substantial erosion or siltation on- or off-site; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

¹⁴ San Bernardino County. Countywide Policy Plan web maps: HZ-5 "Fire Hazard Severity Zones." Accessed December 2, 2022.

¹⁵ Big Bear Fire Department, Community Wildfire Protection Plan (CWPP), June 2006, <https://bigbearfire.com/community-wildfire-protection-plan-cwpp> (Accessed August 31, 2022)

¹⁶ City of Big Bear Lake, Municipal Code Chapter 17.35.080 Site design standards, Chapter 17.10 Tree Conservation and Defensible Space, and Chapter 15.40.010 Amendments to California Fire Code

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>a) The Proposed Project would disturb an approximate 3.55-acre site and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State’s General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.</p>				
<p>b) The City of Big Bear Lake is served by City of Big Bear Lake Department of Water and Power (BBLDWP), which supplies water to its customers through groundwater derived from the Bear Valley Groundwater Basin.¹⁷ Groundwater levels generally correlate with annual fluctuations of precipitation.¹⁸ The Project Site is currently undeveloped but partially graded. Under proposed conditions, the Project Site would be developed with 119,355 SF of hardscape/buildings and 35,312 SF of landscaping. The Proposed Project would include the installation of detention basins and chambers that would assist with infiltration of surface runoff. Implementation of the project Best Management Practices (BMPs) would ensure that stormwater discharge does not substantially alter the existing drainage pattern and water quality, thereby allowing runoff from the Project Site to be utilized as a resource that can eventually be used for groundwater recharge. Since the Proposed Project is a relocation of MT’s existing facilities, demand for water would not place a substantial demand above and beyond current facility demands in a way that would impede the sustainable groundwater management of the basin. The Project Site is designated in the General Plan as Commercial General and zoned Commercial – General (C-2). Subject to a CUP, the Proposed Project is an allowable use within the C-2 zoning district. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.</p>				

¹⁷ Carollo Engineers, Inc. City of Big Bear Lake Department of Water and Power 2020 Urban Water Management Plan. March 2022.

¹⁸ Carollo Engineers, Inc. City of Big Bear Lake Department of Water and Power 2020 Urban Water Management Plan. March 2022.

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

c)

i) Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water is affected by fine mineral particles in the water. Soil erosion could occur due to a storm event. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

ii, iii, iv) An Infiltration Rate Study for Storm Water Disposal, dated April 18, 2022, was prepared for the Proposed Project by John R. Byerly, Inc. (see Appendix E for report). As part of the development, detention basins and chambers are planned to retain and dispose of storm water runoff. Percolation testing was performed at four locations and yielded infiltration rates of 0.01 inch per hour and 0.09 inch per hour. The tests conducted yielded percolation rates that are generally considered unacceptably slow.

A Water Quality Management Plan, submitted April 2022 and revised January 2023, was prepared for the Proposed Project by Valued Engineering, Inc. (see Appendix F for report). Drainage Area DA 1 is delineated into two subareas, DMA A and DMA B, that include building roofs, PCC walkway, AC pavement and landscaping. Flows generated from the DA 1 will be directed to curb openings that will direct stormwater into above ground detention basins along with an underground chamber system for DMA B. For the design rainfall depth, stormwater will be routed through the proposed Modular Wetland System (MWS) (Biofiltration System). The design capture volume (DCV) storm event flows would be transported into the MWS treatment system. In scenarios where the storm event exceeds the volume, stormwater runoff will be diverted into Sandalwood Drive. From there, flows continue via City of Big Bear storm drain to Big Bear Lake as they do historically. Excess stormwater greater than the 2-year, 1-hour storm event will be released by filling up the detention systems, treat through the MWS system and released to the public right-of-way.

Drainage Area DA 2 consists of the northeast portion of the site, which includes the parking lot, the building roof and minimal landscaping. The building roof runoff will discharge to the pervious landscape area. Any DCV not treated by hydrologic source controls (HSC) will be captured with an inlet and collected in a bioretention basin for stormwater treatment. The overflow outlet will be used for drainage to allow for excess water to flow to Sandalwood Drive.

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

d) Due to the inland distance from the Pacific Ocean and high elevation, tsunamis are not potential hazards at the site.¹⁹ The Project Site is located approximately 0.4-mile south of Big Bear Lake. The eastern portion of the Project Site is located within a 100-year floodplain.²⁰ As such, design criteria would be required to be implemented during final design of the Proposed Project. Specifically, habitable structures (i.e., the Administration Building) constructed within Zone AE are required to have their lowest floor elevated to at least one (1) foot above the base flood elevation per City of Big Bear Municipal Code Article III Chapter 15.64.150. The bus wash, maintenance shop, and parking lot would be placed on the

¹⁹ California Department of Conservation. California Tsunami Maps and Data. Accessed February 2, 2023.

²⁰ City of Big Bear Lake. General Plan - Environmental Hazards Element, 1999. Exhibit EH-3 "Flood Hazards and Inundation Map."

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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western portion, which is an area of minimal flood hazard. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- e) Requirements of a NPDES permit to be issued for the Proposed Project would include development and implementation of a SWPPP and is subject to Santa Ana Regional water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants, and treat runoff that can be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

15) **LAND USE AND PLANNING.** Would the project:

- a) Physically divide an established community?
- b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

a) The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature and the Project Site is currently vacant. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur, and no mitigation measures are required.

b) The Project Site is currently undeveloped. It is designated in the General Plan as Commercial General and zoned Commercial – General (C-2). The Proposed Project would include an 11,470-square-foot (SF) maintenance building and an 11,200-SF administrative building. The maintenance building would consist of maintenance bays, a bus wash, and support spaces for repairs and maintenance of MT’s bus fleet. The proposed administration/operations building would house administrative offices and support spaces for staff. Subject to a CUP, the Proposed Project is an allowable use within the C-2 zoning district. The Proposed Project would be subject to the development standards required for uses within the C-2 zoning district. Therefore, the Proposed Project would not 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 significant impacts are identified or anticipated, and no mitigation measures are required.

16) **MINERAL RESOURCES.** Would the project:

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

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

a, b) The State of California Department of Conservation, Division of Mines and Geology identified three Mineral Resource Zones (MRZ), MRZ-1, MRZ-2, and MRZ-3, within the City of Big Bear Lake. The mineral deposits that are of significant value are located in and around Sugarloaf. They include talus that consists largely of quartzite. Talus has been quarried at a site near the north City boundary and could be quarried at additional sites around Gold Mountain, northwest of the City boundary. However, it is not the City's intent to allow mining within the urbanized or developing areas of the community.²¹ Furthermore, the Project Site is not zoned for mineral resources extraction. It is currently surrounded by undeveloped land to the north, undeveloped land and land that is currently being developed to the east, Southwest Gas Corporation facility and a self-storage facility to the south, and undeveloped land and a storage yard to the west. The Project Site is located in a commercial area that would not be suitable for mining. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

17) **NOISE.** Would the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) A Noise Study report, dated January 31, 2023, was prepared for the Proposed Project by Ganddini Group, Inc. (see Appendix G for report). The purpose of the report is to provide an assessment of the noise and vibration impacts resulting from development of the Proposed Project and to identify mitigation measures that may be necessary to reduce those impacts. The noise and vibration issues related to the proposed land use and development have been evaluated in light of applicable federal, state and local policies, including those of the City of Big Bear Lake. The City of Big Bear Lake does not currently have specific numerical noise standards for stationary noise sources.

On-Site Construction Noise

Construction noise will vary depending on the construction process, type of equipment involved, location of the construction site with respect to sensitive receptors, the schedule proposed to carry out each task

²¹ City of Big Bear Lake. General Plan - Environmental Resources Element, 1999.

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

(e.g., hours and days of the week) and the duration of the construction work. The existing residential dwelling units located to the southwest, west, and northeast and existing commercial uses to the east, south, and west of the Project Site may be affected by short-term noise impacts associated with construction noise.

Construction noise associated with the proposed project was calculated utilizing methodology presented in the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual (2018) together with several key construction parameters including: distance to each sensitive receiver, equipment usage, percent usage factor, and baseline parameters for the project site. Distances to receptors were based on the acoustical center of the proposed construction activity. Construction noise levels were calculated for each phase.

Modeled unmitigated construction noise levels are expected to reach up to 65.4 dBA Leq at the nearest residential property lines to the southwest, 62.6 dBA Leq at the nearest residential property lines to the west, 61 dBA Leq at the nearest residential property lines to the northeast, 62.6 dBA Leq at the nearest commercial property lines to the east, 73.7 dBA Leq at the nearest commercial property lines to the south, and 72.9 dBA Leq at the nearest commercial property lines to the west of the Project Site.

Table 9 of Appendix G includes a comparison of existing noise levels and project construction noise levels. Short-term Noise Measurement (STNM)1 was used for residential receptors to the southwest, STNM3 was used for residential receptors to the west, STNM4 was used for residential receptors to the northeast and commercial receptors to the east, STNM7 was used for commercial receptors to the south, and STNM8 was used for commercial receptors to the west of the Project Site.

Construction noise sources are regulated within the City of Big Bear Lake under 17.01.090(J) of the City’s Municipal Code which exempts noise related to construction activities from the provisions of the City’s noise standards provided said activities take place between the hours of 7:00 AM and 7:00 PM. Construction activities are not permitted on Sundays or national holidays.

Project construction will not occur outside of the hours outlined as “exempt” in the City of Big Bear Lake Municipal Code Section 17.01.090(J). Additionally, BMPs related to on-site equipment use shall be required as project conditions of approval and included in construction contract documents. Therefore, project construction will not result in the 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.

Construction noise impacts would be less than significant.

Off-Site Construction

Construction truck trips would occur throughout the construction period. Given the Project Site’s proximity to State Route 18 (Big Bear Boulevard), it is anticipated that vendor and/or haul truck traffic would take the most direct routes to State Route 18.

According to the Federal Highway Administration (FHWA), the traffic volumes need to be doubled in order to increase noise levels by 3 dBA CNEL. In the vicinity of the Project Site, the estimated existing weekday average daily trips along Business Center Drive is 865 average daily vehicle trips, along Sandalwood Drive is 3,610 average daily vehicle trips, and along Big Bear Boulevard is 18,800 average daily vehicle trips. As shown in the CalEEMod output files provided in the Air Quality Analysis prepared

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

for the Proposed Project, the greatest number of construction-related vehicle trips per day would be during grading at up to 22 vehicle trips per day (15 for worker trips and 6.25 for hauling trips). Therefore, the addition of project vendor/haul trucks and worker vehicles per day along off-site roadway segments would not be anticipated to result in a doubling of the existing traffic volumes along Business Center, Sandalwood, or Big Bear Boulevard. Off-site project generated construction vehicle trips would result in a negligible noise level increase and would not result in a substantial increase in ambient noise levels. Impacts would be less than significant. No mitigation measures are required.

Project Operational Noise – Off-Site

During operation, the Proposed Project is expected to generate approximately 100 average daily passenger car vehicle trips and 100 average daily bus vehicle trips for a total of 200 average daily vehicle trips. A project generated vehicle noise along affected roadways was modeled utilizing a computer program that replicates the FHWA Traffic Noise Prediction Model FHWA-RD-77-108. Modeled Existing traffic noise levels range between 58-76 dBA CNEL at the right-of-way of each modeled roadway segment; and the modeled Existing Plus Project traffic noise levels range between 66-76 dBA CNEL at the right-of-way of each modeled roadway segment.

Project generated vehicle trips are anticipated to increase noise levels by up to 0.3 dB along Big Bear Boulevard, 3.55 dB along Sandalwood Drive, and 7.97 dB along Business Center Drive. Therefore, project generated vehicle trips are anticipated to result in an increase greater than 5 dB along Business Center Drive. However, the existing land uses located along Business Center Drive are commercial uses and vacant land. In addition, the zoning of the land adjacent to Business Center Drive is general commercial. Commercial land uses are considered “normally acceptable” in areas with noise levels reaching up to 65 dBA CNEL and “conditionally acceptable” in areas reaching up to 70 dBA CNEL. The modeled existing plus project noise level along Business Center Drive is 65.9 dBA CNEL. Therefore, although the Proposed Project is anticipated to result in a greater than 5 dBA CNEL increase along Business Center Drive, the modeled existing plus project noise level does not exceed the City’s applicable land use standards for commercial uses. Therefore, a change in noise level would not be audible and would be considered less than significant. No mitigation is required.

Project Operational Noise – On-Site

The Proposed Project will be subject to City of Big Bear Ordinance 17.01.090 which prohibits the use of any lawn mower, backpack blower, lawn edger, riding tractor, chain saw, or any other machinery, equipment, or other mechanical or electrical device, or any hand tool which creates an unusually loud, excessive, raucous, impulsive, or disturbing sound, within any residential zone, or within any commercial zone which can be heard from any inhabited real property in residentially used or designated properties, or from a commercial lodging facility between the hours of 7 P.M. and 7 A.M. of the following day. This ordinance does not set numerical noise standards that apply to operation of the project. Therefore, as long as the Proposed Project operates between the hours of 7:00 AM and 10:00 PM, it will not be in violation with the City’s applicable code.

To ensure compliance with the City Development Code and General Plan, Mitigation Measure N-1 described below shall be implemented.

Mitigation Measure N-1: The use of noisy equipment outside or within the repair building shall not be loud, excessive, raucous, disturbing, or exceeding 60db at the property line. With implementation of Mitigation Measure N-1, impacts are anticipated to be less than significant.

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

- b) There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements.

Architectural Damage

The Caltrans Transportation and Construction Vibration Guidance Manual (2020) provides a comprehensive discussion regarding groundborne vibration and the appropriate thresholds to use to assess the potential for damage. The threshold at which there is a risk of “architectural” damage to historic structures is a peak particle velocity (PPV) of 0.25 in/sec, and a PPV of 0.3 in/sec at older residential structures. There is a risk of architectural damage at newer residential structures and modern commercial/industrial buildings at a PPV of 0.5 in/sec. There are existing residential structures located as close as approximately 638 feet west, 377 feet southwest, and 837 feet northeast feet and existing commercial structures located as close as approximately 110 feet south, 636 feet east, 204 feet west, and 246 feet southwest of the project property lines. The residential threshold of 0.3 PPV in/sec will not be exceeded at existing residential structures to the west, southwest, and northeast and the commercial/industrial threshold of 0.5 PPV in/sec will not be exceeded at the existing commercial structures to the south, east, west, and southwest. Therefore, project construction would not result in the exposure of persons to excessive groundborne vibration and impacts would be less than significant.

Annoyance to Persons

Section 17.01.090(A) of the City’s Municipal Code states that generation of vibration of a duration and intensity so as to be excessive, disturbing, or objectionable to persons located offsite, shall not be permitted. The Caltrans Noise and Vibration Manual identifies 0.1 PPV in./sec. as the level that is “strongly perceptible.”

Operation of a vibratory roller may result in groundborne vibration levels of up to 0.1 PPV (in./sec.) at a distance of 41 feet and bulldozers at a distance of 24 feet. Therefore, sensitive receptors within 41 feet of an operating vibratory roller or 24 feet of an operating large bulldozer may experience annoyance during construction activities. Industrial and commercial receptors are not considered to be sensitive receptors with respect to annoyance. The nearest residential structures are located as close as approximately 377 feet from the western property line of the Project Site. Therefore, project construction activities would not cause vibration related annoyance to existing residential receptors. Furthermore, any potential impacts will be temporary and will occur only during daytime hours. This impact would be less than significant. No mitigation is required.

Operational Vibration

Operation of the Proposed Project will involve the movement of passenger vehicles and trucks. Driving surfaces associated with the project will be paved and will generally be smooth. Loaded trucks generally have a PPV of 0.076 at a distance of 25 feet (Caltrans 2020). Groundborne vibration levels associated with passenger vehicles is much lower. The movement of vehicles on the Project Site would not result in the generation of excessive groundborne vibration or groundborne noise. Impacts would be less than significant. No mitigation is required.

- c) The closest airport in the project vicinity is the Big Bear City Airport, located about 1.5 miles northeast of the Project Site. The Project Site is not located within a Safety Review Area,²² nor within the vicinity

²² City of Big Bear. Airport Master Plan. 2014. <https://www.bigbearcityairport.com/wp-content/uploads/2014/12/Big-Bear-City-Airport-Master-Plan-56.5MB.pdf>.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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of a private air strip. The Project Site is not in the vicinity of a private airstrip; however, it is in the vicinity of Bear Valley Community Hospital, which has a heliport. The Proposed Project does not include uses that would result in a safety hazard or excessive noise for people residing or working in the project area. Per the Airport Comprehensive Land Use Plan for the Big Bear City Airport (February 1992), the Project Site is well outside the 65 dBA CNEL noise contour for the airport. The project would not expose people residing or working in the project area to excessive noise levels associated with airports. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

18) **POPULATION AND HOUSING.** Would the project:

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

- a) The Proposed Project is a relocation of an existing facility to an undeveloped property. As the new location is within 1/2-mile of the existing facility, the Proposed Project would retain the existing employees. Two additional employees are anticipated in the future, and are anticipated to come from the local community. Therefore, the Proposed Project would not induce substantial unplanned population growth within the City. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- b) The Project Site is currently undeveloped. Implementation of the Proposed Project would neither displace existing housing nor require construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

19) **PUBLIC SERVICES.** Would the project:

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

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Fire Protection

The Big Bear Lake Fire Protection District currently operates four fire stations.²³ There would be no increase in demand for fire protection services, as the Proposed Project is the relocation of the existing MT facility to a new site 0.3-mile away. However, MT would still pay development impact fees, which would offset their fair share of the costs if there were any new fire protection personnel or facilities needed (Ordinance 2005-347, Part 2, 2005).²⁴ This fee includes a share of the estimated cost of constructing and/or acquiring and/or staffing the fire suppression facilities, vehicles, and equipment. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Police Protection

The City has contracted with the San Bernardino County Sheriff's Department for law enforcement services since its incorporation in 1980. There would be no increase in demand for police protection services, as the Proposed Project is the relocation of the existing MT facility to a new site 0.3-mile away. Furthermore, the Proposed Project does not propose uses that are crime-inducing. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Schools

The Proposed Project does not include construction of homes; therefore, there would be no increase in demand for school. The Proposed Project is not anticipated to substantially increase population growth within the area as the Proposed Project is a relocation of an existing facility to an undeveloped site 0.3-mile away. Therefore, the Proposed Project would not generate new students. No impacts are identified or anticipated, and no mitigation measures are required.

Parks

The Proposed Project does not include construction of homes; therefore, there would be no increase in demand for parks. The Proposed Project is not anticipated to substantially increase population growth within the area as the Proposed Project is a relocation of an existing facility to an undeveloped site 0.3-mile away. No impacts are identified or anticipated, and no mitigation measures are required.

Other Public Facilities

The Proposed Project would employ residents in the area, including the existing facility employees. It is not anticipated to substantially increase population growth within the area. Collection of developer impact fees would ensure no significant impacts to other public facilities would occur. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

20) RECREATION.

²³ <https://bigbearfire.com/about-us/stations>

²⁴City of Big Bear Lake Burbank Manor Project Initial Study/Mitigated Negative Declaration, UltraSystems Environmental, Inc. (2008), pg. 3-41.

	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Implementation of the Proposed Project would not induce residential development because it does not include construction of homes. It is not anticipated to substantially increase population growth within the area as the Proposed Project is a relocation of an existing facility to an undeveloped site 0.3-mile away. No impacts are identified or anticipated, and no mitigation measures are required.

b) The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

21) **TRANSPORTATION.** Would the project:

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

a. The current facilities located at 41939 Fox Farm Road in the City of Big Bear Lake, and 621 Forest Shade Road, Crestline, are both under-sized and have a variety of technical difficulties that make service provisions difficult. In addition, MT is experiencing a growth in service and ridership, with expansions in fixed-route and Dial-A-Ride service in Big Bear Valley (BBV) and a ridership increase (not including service expansion) of 1.32% annually. MT proposed the following service expansions in their 2016 Short Range Transit Plan: RIM trolley/summer weekend service expansion, RIM Dial-A-Ride expansion, BBV fixed route expansion, BBV resort expansion, BBV Off-the-Mountain (OTM) expansion, leasing buses for the Big Bear Mountain Resort (BBMR) service during winter months, and BBV Dial-A-Ride expansion.

The Proposed Project is a relocation of the existing MT facility to an undeveloped site 0.3-mile away. Therefore, no new trips are anticipated with development of the Proposed Project. The increase in the number of trips from the addition of two new employees would not be substantial. The trip distribution is not anticipated to change as the new location is only 0.3-mile from the existing facility. TTM Application

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

2007-278 included construction of interior circulator streets, which includes sidewalks along the Project Site frontage. Therefore, no street improvements would be required to be constructed for the Proposed Project. The Project Site is adjacent to Business Center Drive and Sandalwood Drive; there are no bicycle facilities that are planned to be constructed along these roadways.²⁵ As the Proposed Project is intended to meet the increase in ridership demand and solve the issue of technical difficulties at the existing facility, implementation of the Proposed Project would result in improvements to the existing transit facilities. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) The Proposed Project is the relocation of an existing transit facility. Institutional/government and public service uses that support community health, safety and welfare may be screened from subsequent CEQA VMT analysis. These facilities (e.g., police stations, fire stations, government offices, utilities, public libraries, community centers, and refuse stations) would be a part of the community and, as public services, the VMT would be accounted for within the community.²⁶ As such, these uses would result in reductions in total VMT due to the proximity of these services within the community. Additionally, many of these facilities would generate fewer than 500 average daily trips and/or use vehicles other than passenger-cars or light-duty trucks. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.
- c) Access to the Project Site would be provided by one 25-foot-wide driveway and one 30-foot-wide driveway, both along Business Center Drive. Due to the location and length of Business Center Drive, the only vehicles utilizing this roadway are solely from businesses located along this roadway. Therefore, buses entering and exiting the Project Site would not be susceptible to hazards from incoming traffic. The proposed driveways would provide adequate turning radius and line of sight for buses entering and exiting the Project Site. The Project Site Plans including bus turning templates would require approval by the City Engineering Division to ensure the Proposed Project does not result in safety hazards. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d) The City of Big Bear Local Hazard Mitigation Plan²⁷ describes the process for identifying hazards, risks and vulnerabilities, and identify and prioritize mitigation actions within the City. The Project Site does not contain any critical facilities.²⁸ The nearest evacuation route to the Project Site is Big Bear Boulevard, located approximately 0.23-mile east of the Project Site. The Proposed Project would provide the minimum required parking spaces and therefore, project vehicles are not anticipated to park off-site and interfere with the use of evacuation routes. Access to the Project Site would be provided by one 25-foot-wide driveway and one 30-foot-wide driveway, both along Business Center Drive. The driveways would be wide enough to allow evacuation and emergency vehicles simultaneous access. As part of the standard development procedures, development plans are submitted to the City for review and approval to ensure adequate emergency access is provided. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XVIII. TRIBAL CULTURAL RESOURCES

²⁵ City of Big Bear. Big Bear Valley Pedestrian, Bicycle, and Equestrian Master Plan. February 2014.

²⁶ LSA Associates, Inc. VMT Thresholds and Implementation Analysis. Adopted February 7, 2022/.

²⁷ Big Bear Fire Authority/City of Big Bear Lake/Big Bear City Community Services District. Local Hazard Mitigation Plan. January 2020.

²⁸ San Bernardino County. Countywide Policy Plan web maps: PP-1 “Critical Facilities.” Accessed December 2, 2022.

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

a)

- i) BFSAs field survey did not result in the identification of any historic or prehistoric cultural resources within the Project Site. The cultural resources survey was negative for the presence of archaeological sites. Property research indicates the Project Site has been vacant since at least the late 1930s, has been repeatedly cleared, and was recently graded. Cultural resources have the potential for occurring anywhere. With implementation of Mitigation Measure CR-1 identified above, potential impacts to historical resources with Native American cultural value are anticipated to be less than significant.
- ii) California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

On August 25, 2022, the City provided notification to the following tribes in accordance with AB52: Yuhaaviatam of San Manuel Nation (YSMN), Cabazon Band of Mission Indians, Torres Martinez Desert Cahuilla Indians, and Twenty-Nine Palms Band of Mission Indians. The YSMN requested consultation. In an email dated September 2, 2022, the YSMN indicated that the Project Site exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. They requested a cultural

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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report, geotechnical, and project plans, which were provided by the City. YSMN concurred with the findings in the cultural report and no mitigation measures were requested. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- a) The Project Site is located within the City of Big Bear water and sewer service area. The Proposed Project would connect to the existing water line along Business Center Drive and to the existing sewer line in Sandalwood Drive that front the Project Site.

The Proposed Project would be serviced by Big Bear Department of Water and Power, which provides electrical service to the general area. There are existing electric and telephone poles along the western boundary of the Project Site that the Proposed Project would connect to.

Southwest Gas Corporation (SGC) would provide natural gas for the Proposed Project. There are existing natural gas distribution lines along Business Center Drive that the Proposed Project would connect to.

The Proposed Project would convey the project runoff to the proposed detention basins and chambers before discharging to the existing drainage facilities along Sandalwood Drive.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas, or

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

telecommunications facilities that would cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) The City of Big Bear Lake is served by City of Big Bear Lake Department of Water and Power (BBLDWP), which supplies water to its customers through groundwater derived from the Bear Valley Groundwater Basin. The Urban Water Management Plan (UWMP) prepared for BBLDWP indicates that groundwater levels generally correlate with annual fluctuations of precipitation. In the event of single and multiple dry years, reduced rainfall results in lower groundwater recharge. However, aquifers contain more water in storage than the perennial yield. Thus, water remains available. The State Department of Water Resources (DWR) estimates total storage of the Basin at approximately 42,000 acre-feet. The UWMP indicates that provided annual pumping does not exceed safe yield, the groundwater basin will continue to contain sufficient water during multiple dry-year conditions. BBLDWP is projected to have sufficient supply available to meet water demands through the year 2045 for average year, single-dry year, and multiple-dry year conditions.²⁹

Because the City’s Urban Water Management Plan (UWMP) is based on buildout of anticipated General Plan growth, and the Proposed Project is in conformance with the City’s General Plan land use designation of Commercial General, the Proposed Project’s anticipated water demands would be consistent with the water demands identified in the UWMP. The Proposed Project would comply with Chapter 13.26, which requires new developments to offset their incremental estimated water demand by paying a water demand offset charge with which the DWP will designate for retrofit projects that create additional water capacity.³⁰ Furthermore, as the Proposed Project is the relocation of an existing use, an increase in water demand is not anticipated with implementation of the Proposed Project. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- c) Wastewater from the Proposed Project would be conveyed to the Big Bear Area Regional Wastewater Agency’s (BBARWA) facility. The Proposed Project is a relocation of the existing MT facility, which is currently served by the BBARWA. Therefore, wastewater generation within the BBARWA is not anticipated to increase with implementation of the Proposed Project. BBARWA would have adequate capacity to serve the Proposed Project's projected demand. No significant impacts are identified or anticipated, and no mitigation measures are required.
- d) The City of Big Bear Lake is served by Big Bear Disposal, a contractor that collects residential and commercial solid waste for trash and recycling disposal. Big Bear Disposal is located at 700 North Shore Drive and encompasses 3.40 acres. Its maximum permitted throughput is 50 tons per day.³¹ As the Proposed Project is the relocation of the existing MT facility, which is also served by Big Bear Disposal, the increase, if any, in waste generation from the Proposed Project operations would be insignificant. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. No significant impacts are identified or anticipated, and no mitigation measures are required.
- e) The Proposed Project would comply with the regulations under Municipal Code Chapter 8.64 Solid Waste Management and Collection of Solid Waste and Recyclable Materials. In order to comply with the provisions of the California Integrated Waste Management Act of 1989 (AB 939) and the Mandatory

²⁹ Carollo Engineers, Inc. City of Big Bear Lake Department of Water and Power 2020 Urban Water Management Plan. March 2022.

³⁰ Big Bear Lake Municipal Code, Chapter 13.26, Water Demand Offset Program

³¹ CalRecycle. Solid Waste Information System database. Accessed January 20, 2023.

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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Commercial Recycling measure (as clarified in AB 341 (Chesbro, Chapter 476, Statutes of 2011)), the City of Big Bear Lake is a part of a Joint Powers Authority who develops and implements regional cost-effective programs to maximize waste diversion. These programs are applicable to all commercial and residential sites in the City. The Proposed Project shall adhere the California Integrated Waste Management Act of 1989 (AB 939), AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), and any other applicable local, State, and federal solid waste management regulations. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) The Project Site does not contain any critical facilities.³² The nearest evacuation route to the Project Site is Big Bear Boulevard, located approximately 0.23-mile east of the Project Site. The Proposed Project would provide the minimum required parking spaces and therefore, project vehicles are not anticipated to park off-site and interfere with the use of evacuation routes. Projects located in high wildfire risk areas present an increased risk of ignition and/or evacuation impacts. The Project Site is located in a moderate and high fire hazard severity zone. It is not located within a Very High Fire Hazard Severity Zone. The Proposed Project would comply with the Multi-Jurisdictional Big Bear Valley Community Wildfire Protection Plan (CWPP) regarding wildfire prevention. The Proposed Project would be designed according to existing regulations, which include provisions for emergency access on the site and defensible space in the event of wildfire. As part of the standard development procedures, development plans are submitted to the City for review and approval to ensure adequate emergency access is provided. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

³² San Bernardino County. Countywide Policy Plan web maps: PP-1 "Critical Facilities." Accessed December 2, 2022.

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

- b) Fire spread and structure loss is more likely to occur in low- to intermediate-density developments.³³ The Project Site is located in a moderate and high fire hazard severity zone. It is not located within a Very High Fire Hazard Severity Zone. The Proposed Project would comply with the Multi-Jurisdictional Big Bear Valley Community Wildfire Protection Plan (CWPP) regarding wildfire prevention. The Proposed Project would be designed according to existing regulations, which include provisions for emergency access on the site and defensible space in the event of wildfire. Per the Development Code, the Proposed Project is required to provide a minimum 15-foot setback along the front with no requirements for side and rear setbacks. However, the Proposed Project would provide a 135-foot setback along the front, a 42-foot setback along the street side yard, 42-foot setback along the sides, and a 25-foot setback along the rear. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
- c) The Proposed Project would not include the installation of utilities but connect with service laterals to existing water, sewer, and power mains. As stated previously, the Project Site is not located within a Very High Fire Hazard Severity Zone. The Proposed Project would include buildings with fire safety and fire suppression design elements, and proper landscaping as to not exacerbate wildfire risks. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.
- d) The eastern portion of the Project Site is located within a 100-year floodplain,³⁴ therefore design criteria would be required to be implemented during final design of the Proposed Project. The finished floor of the administration building would be elevated to one (1) foot above the base floodplain elevation. The bus wash, maintenance shop, and bus parking lot would be placed on the western portion, which is an area of minimal flood hazard. The property is located in a relatively flat area. Therefore, the Proposed Project would not expose persons or structures to postfire slope instability or post-fire drainage. No significant impacts are identified or are anticipated, and no mitigation measures are required.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE. (State CEQA Guidelines section 15065(a).)

- 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?

³³ Alexandra D. Syphard, *The Relative Influence of Climate and Housing Development on Current and Projected Future Fire Patterns and Structure Loss Across Three California Landscapes* (2019) GLOBAL ENVIRONMENTAL CHANGE; Alexandra D. Syphard, et al., *Housing Arrangement and Location Determine the Likelihood of Housing Loss Due to Wildfire* (Mar. 28, 2012) PLOS ONE, available at <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0033954>.

³⁴ City of Big Bear Lake. General Plan - Environmental Hazards Element, 1999. Exhibit EH-3 “Flood Hazards and Inundation Map.”

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The archaeological investigation of the project includes an archaeological records search requested from the SCCIC in order to assess previous archaeological studies and identify any previously recorded archaeological sites within the project or in the immediate vicinity. The records search identified 21 previously recorded resources (five prehistoric, three multicomponent, and 13 historic) within one mile of the Project Site; however, no resources are recorded within the subject property. A review of aerial photographs shows that the property has been vacant since at least the late 1930s and was repeatedly cleared of vegetation. A Sacred Lands File search was also requested from the Native American Heritage Commission. The survey of the Project Site did not result in the identification of any cultural resources within the property. Based upon the results of the study, no prehistoric or historic sites are present within the boundaries of the Project Site. However, Mitigation Measure CR-1 shall be implemented in order to address potential impacts from unanticipated cultural discoveries.

According to the CNDDDB, 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. Based on the literature review and personal observations made on-site and in the immediate vicinity, 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 Site 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 to address potential impacts to nesting birds.

b) The Proposed Project is the relocation of an existing fleet and facilities to an undeveloped site. MT is working towards the 2018 California Air Resources Board (CARB) mandate that all California bus fleets must be zero emission by 2040. In order to accommodate this transformation, MT would be adding electric charging stations and additional parking as the MT would need an estimated two electric buses to run each route due to battery limitations. Facilities would include electrical infrastructure for bus charging at all bus stalls and electrical infrastructure for future bus canopies and solar panel carports. Therefore, the Proposed Project would not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

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

Air Quality

Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality as discussed. Approval of the project does not require a zone change nor a general plan amendment and is consistent with the City General Plan land use designation. Therefore, cumulative impacts are anticipated to be less than significant.

Greenhouse Gas

Greenhouse gas (GHG) emissions are cumulative in nature, in that, no one single project can measurably contribute to climate change and its affects (global average change in temperature, rising sea levels etc.). The direct or indirect GHG impacts are therefore not evaluated on a local level, but whether or not the GHG emissions resulting from the project are cumulative; that is, they add considerably to an increase in GHGs as compared to the existing environmental setting based on: 1) an established significance threshold(s); or 2) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.

As summarized previously, the Proposed Project’s GHG emissions fall below the SCAQMD screening threshold of 10,000 metric tons of CO2 equivalent per year and the Proposed Project is in compliance with the reduction goals AB 32 and SB 32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level and the Proposed Project will be required to comply with these regulations as they come into effect. As such, the Proposed Project’s incremental contribution to greenhouse gas emissions and their effects on climate change would not be cumulatively considerable.

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

d) As discussed, the Proposed Project would not impact sensitive receptors due to criterial pollutant emissions, noise generation, odor generation, and hazardous material emissions and handling. Mitigation Measures GEO-1 to GEO-3 shall be implemented in order to reduce potential impacts from geologic hazards. With adherence to the City of Big Bear Development Code, the Proposed Project is not anticipated to result in a safety hazard for people residing or working at the Project Site. Therefore, the development of the Proposed Project would not cause adverse impacts on humans, either directly or indirectly.

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