

FINAL INITIAL STUDY

FOR THE

SAN BERNARDINO CNG FUELING STATION PROJECT

Prepared for:

City of San Bernardino
Planning Division
201 North "E" Street, 3rd Floor
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LIST OF ABBREVIATIONS AND ACROYNMS

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AD	Airport District
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
bgs	below ground surface
BMPs	Best Management Practices
BRA	Biological Resources Assessment
BUOW	burrowing owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CARB	California Air Resources Board
CBC	California Building Code
CCAR	California Climate Action Registry
CDFW	California Department of Fish & Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CNDDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CUPA	Certified Unified Program Agency
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel
EPA	Environmental Protection Agency
FGC	Fish & Game Code
FTA	Federal Transit Administration
GCC	Global Climate Change
GHG	Greenhouse Gas
GP	General Plan
GSA	groundwater sustainability agency
GWP	Global Warming Potential
IL	Industrial Light
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study / Mitigated Negative Declaration
ITE	Institute of Transportation Engineers
JD	Jurisdictional Delineation
LOS	Level of Service
LRA	Local Responsibility Area
LSTs	Localized Significance Thresholds

LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCLs	maximum contaminant levels
MRZ	Mineral Resource Zone
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OSHA	Occupational Safety and Health Administration
PCE	passenger car equivalent
RCRA	Resource Conservation and Recovery Act
RNG	Renewable Natural Gas
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategies
RWQCB	Regional Water Quality Control Board
SBDC	San Bernardino Development Code
SBCFD	San Bernardino County Fire Department
SBCUSD	San Bernardino County Unified School District
SBKR	San Bernardino kangaroo rat
SBMBI	San Manuel Band of Mission Indians
SBMWD	San Bernardino Municipal Water Department
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas
SOI	Sphere of Influence
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Program
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCR	Tribal Cultural Resources
TIA	Traffic Impact Analysis
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish & Wildlife Services
UST	Underground Storage Tanks
UWMP	Urban Water Management Plan
VdB	velocity in decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WRP	Water Reclamation Plant

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ENVIRONMENTAL CHECKLIST FORM

INTRODUCTION

1. Project Title: San Bernardino CNG Fueling Station
2. Lead Agency Name: City of San Bernardino
Address: Community Development Department
201 North "E" Street, San Bernardino, CA 92401
3. Contact Person: Mr. Michael Rosales
Phone Number: (909) 384-7272
E-Mail Address: Rosales_Mi@sbcity.org
4. Project Location: The proposed project is located on Central Avenue, just west of its intersection with Tippecanoe Avenue (APN: 0280-091-27-0-000, approximately 6.4 acres). Refer to Figures 1 and 2 (Regional and Site locations, respectively). Figures 3 and 4 provide an aerial photo of the site and a copy of the current site plan. The site is located in Section 14, Township 1S, Range 4W, San Bernardino Base and Meridian. The Latitude and Longitude for the project site is: 34°5'12.31" N and 117°15'43.32" W, respectively.
5. Project Sponsor's Name and Address: Clean Energy
4675 MacArthur Court, Suite 300
Newport Beach, CA 92660
6. General Plan Designation: Industrial
7. Zoning: Industrial Light (IL)
8. Project Description

Clean Energy has applied for a Conditional Use Permit to establish and operate a Compressed Natural Gas (CNG) vehicle fueling station which the Company terms a "Green Truck Launchpad Facility (Facility)." The purpose of Facility is to facilitate decrease in greenhouse gas emissions through ongoing efforts to replace existing diesel fleet trucks with Green Trucks (trucks that utilize low carbon Renewable Natural Gas (RNG) described below). These will be commercial fleet vehicles, with dedicated time-fill for a contracted commercial fleet customer and fast-fill dispensers for other commercial vehicles. The station will be open to vehicles owned by third party commercial customers, but this is not the primary purpose of the Facility. Clean Energy does not own or rent vehicles and this site will not function as a "truck transportation yard" because it does not include servicing or maintaining trucks. Trucks will be parked at the proposed Facility for fueling purposes only. The car parking spaces are intended for the truck drivers to park personal vehicles during working hours.

The fueling station will consist of up to four (4, 2 initially) "fast-fill" CNG dispensers and 153 (Phase 1) Truck Time-Fill Parking Spaces. At a general descriptive level the following facilities will be installed (refer to Figure 4): the vehicle fast-fill CNG dispensing station; associated control equipment pads; interconnecting piping; electrical and safety systems; modular fueling canopy; three CNG storage vessels and concrete pad; two (2) dryers; four (4) compressors; switch gear

and transformer; 153 truck time-fill parking spaces (Phase 1) (asphalt parking area); 151 regular parking spaces (Phase 1); 6-foot chain length fence surrounding the property; three gates (two on Central for routine access) and one on Tippecanoe for emergency access); two bioretention basins to capture onsite storm water runoff; and landscaping (refer to Figure 5).

The refueling equipment compound encompasses approximately 72,270 square feet (sf, appx. 1.65 acres). The time-fill parking area and the vehicle parking area encompass approximately 204,882 sf (appx. 4.70 acres). Landscaping on the site encompasses approximately 36,859 sf (appx. 0.84 acre). The project envisions two phases of development. Initially, two fast-fill dispensers, the support systems and equipment, the canopy and 153 truck time-fill parking spaces and 151 regular parking spaces will be installed. During Phase 2 the project envisions installing two additional fast-fill dispensers, 62 additional truck time-fill parking spaces, and 89 additional regular parking spaces. Phase 1 will convert 25 regular parking spaces to 18 truck spaces for Phase 2. Final development is a total of 215 truck spaces and 215 regular spaces.

Construction

The following is a general construction sequence that will be adjusted by the applicant to conform to the specific site conditions at the time of actual construction. Clean Energy anticipates initiating construction at the end of 2021 or beginning of 2022.

1. Clear and grub,
2. Mass-grade site and road beds;
3. Installation of the onsite storm drain system;
4. Installation of public sewer system; (no public sewer system to be installed)
5. Installation of public water system; (no public water system; private irrigation only)
6. Fine grade to prepare for surface improvements;
7. Installation of building foundations;
8. Install water quality, including water quality infrastructure;
9. Install curb, gutters, sidewalks and first asphalt and concrete lift;
10. Surface improvements on adjacent roadways;
11. Complete building construction;
12. Install landscaping; place final lift of asphalt and concrete lift; and
13. Install signage and striping.

Minimal above-ground structures will be installed. It is anticipated that total Phase 1 construction will require approximately eight months to complete.

The project construction is designed to minimize Earthwork activities by matching existing drainage patterns, with approximately 5,000 C.Y. of import. It is anticipated that construction will require a maximum of 20-30 employees onsite at various times during the 8-month construction schedule. Daily truck deliveries are forecast to reach a maximum during asphalt and concrete activities of 4 to 6 deliveries per day, over a period of 2 weeks.

Operations

The Facility will be available to authorized fleet customers 24 hours per day, 7 days per week. The Facility will operate as a "cardlock" access operation with no dedicated onsite employees and Facility activation by card readers. This Facility will be monitored by camera and a company service representative call center 24-hours/7-days per week. Clean Energy technicians will

dispatch to the site for regularly scheduled maintenance and on demand, as required. Fuel dispensing is only available by authorized card readers.

Additional project facts:

1. Daily site access will vary as contracted truck numbers fluctuate. The site is designed to accommodate up to 215 contracted trucks with 215 associated driver passenger vehicles for the secure time-fill fueling area and an undefined number of commercial vehicles for the fast-fill dispensers.
2. Six, 37-ft-long, storage bottles.
3. The project will connect with an existing natural gas line located in Tippecanoe Avenue. The natural gas will be delivered to the site in an underground pipeline and compressed at the project site.
4. Code compliant crash protection around equipment based on an agreement with the San Bernardino International Airport (Airport).

Utilities will be provided as follows:

- Water: City of San Bernardino Municipal Water Department
- Telephone: Frontier Communications
- Gas: Southern California Gas Co
- Electric: Southern California Edison
- Sewer: City of San Bernardino Municipal Water Department

9. Surrounding land uses and setting: (refer to Figure 3):

North: Existing warehouse with truck parking operations immediately to the north.
East: Tippecanoe Avenue and the San Bernardino International Airport to the east.
South: Central Avenue roadway, large ARCO service station at the SW corner of Tippecanoe and Central, with residences and small businesses to the direct south.
West: Large Warehouse

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

- State Water Resource Control Board
- South Coast Air Quality Management District
- Santa Ana Regional Water Quality Control Board
- San Bernardino County Fire Department,
- Land Use Services-Building and Safety/Code Enforcement, and
- Department of Public Works, City of San Bernardino Code Enforcement.

11. Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? No. Consultation is in process.

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 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


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

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


DETERMINATION (To be completed by the Lead Agency)

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

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	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.

Tom Dodson & Associates
 Prepared by _____


 Lead Agency (signature)

January 2022
 Date _____


 Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, 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 Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The project will install a CNG fueling station at the project site. Most of the project area will be allocated to parking area at ground level. There will be a covered (canopy) fast fill CNG dispenser area with one access on Tippecanoe Avenue and another on East Central Avenue (main entry).

- a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A review of the Project area determined that there are no scenic vistas located internally within the area proposed for the development of the CNG Fueling Station site. Therefore, the development of the Project is not expected to impact any important scenic vistas within the Project area. A scenic vista impact can also occur when a scenic vista can be viewed from the Project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The City of San Bernardino General Plan identifies “Kendall Hills, San Bernardino Mountains, the hillsides adjacent to Arrowhead Springs, Lytle Creek Wash, East Twin Creeks Wash, the Santa Ana River, Badger Canyon, Bailey Canyon, and Waterman Canyon” as areas that could benefit from sensitive treatment of the land within the City (City GP, pg. 12-22). The Project is located north of, but not adjacent to the Santa Ana River in a highly industrial developed area across the street from the southwestern corner of the San Bernardino International Airport. Furthermore, the Project will develop limited above ground facilities, quick fueling station and CNG storage units, on the project site that will not cause any impacts to views of the areas identified above. Refer to Figure 5 for elevations related to the proposed project. The project site is currently vacant, containing trees and weeds and grass. Given that no identified scenic vistas are within the vicinity of the Project—as the Project location and height of the proposed new structures are outside of roadway alignments (which provide some north-south and east-west views of the San Bernardino Mountains and various hills that surround the City), implementation of the proposed development is not expected to cause any substantial effects on any important scenic vistas. This potential impact is considered a less than significant adverse aesthetic impact. No mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – The project site does not contain any important scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway corridor. According to the City of San Bernardino General Plan, the majority of scenic highways are located in the mountain region to the north and east of the City. The Project footprint includes several olive trees (remains of an old olive grove), which will require removal as a result of the proposed Project. The City of San Bernardino does have a tree ordinance that protects trees. This ordinance—19.28.100—states that “In the event that more than 5 trees are to be cut down,

uprooted, destroyed, or removed within a 36-month period, a permit shall first be issued by the Department” (Community Development). The proposed Project may remove more than 5 trees, and should this occur, the City will require a permit from the applicant to remove these trees. The following mitigation measure will ensure that a permit is received prior to the commencement of construction:

AES-1 *The Applicant shall obtain a tree removal permit from the San Bernardino Community Development Department should development of the project site require the removal of 5 or more trees in conjunction with site development. Construction shall not commence until this permit is obtained from the City and the tree permit conditions implemented by the site developer.*

No other scenic resources have been identified on the site. Therefore, with the implementation of mitigation to ensure that visual impacts due to tree removal on site are minimized, the Project would have a less than significant potential to substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- c. *Less Than Significant Impact* – The proposed Tippecanoe Avenue and CNG Fueling Station Project is located within an urbanized area. The proposed Project is located in a developed area, though the property across Tippecanoe to the east of the project site is not highly developed because it must remain undeveloped because it is at the end of the runway of the San Bernardino International Airport (SBIA). However, as previously stated, the adjacent property to the south, is a similar use—a standard fueling station and convenience store, and as such, the visual character of the proposed development would be similar to surrounding uses. The Project will include landscaping as required by the City for Light Industrial uses, which will ensure that the site does not substantially degrade the visual character of the site or the area. Furthermore, the Project would not develop structures greater than 20 feet in height, and as such, public views of the site to surrounding vistas would be limited, and as previously stated, development of the site would be consistent with the character of the corridor within which the Project will be developed. By developing this vacant site in accordance with City design guidelines for Light Industrial uses and in accordance with approved site development plans, the visual character of this site and its surroundings will be enhanced. Thus, with the design elements incorporated in the Project, implementation of the City’s design standards will mitigate the potential aesthetic impacts to a less than significant level. No mitigation is required.
- d. *Less Than Significant Impact* – The implementation of the proposed Project will create new sources of light during the operational phases of the Project. Existing sources of light in the Project area include streetlights, headlights and lighting from the adjacent roadways, lighting from the adjacent airport, and lighting from adjacent industrial, commercial, and residential uses. Light and glare from the exterior lighting, safety and security lighting, and vehicular traffic accessing the site will occur once the site is in operation. The CNG Fueling Station Project would be developed in accordance with City requirements for the Light Industrial zoning classification. Adherence to the City’s Zoning Code would ensure that any building or parking lighting would not significantly impact adjacent uses. The proposed project will require lighting, both exterior and interior; the greatest source of lighting within the project site would be the canopy area. With the implementation of mandatory lighting design measures, the project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<p>II. AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>				
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"/>

SUBSTANTIATION

- a. *No Impact* – The CNG Fueling Station Project is in an area that is urbanized. Neither the project site nor the adjacent and surrounding properties are designated for agricultural use; no agricultural activities exist in the Project area; and there is no potential for impact to any agricultural uses or values as a result of Project implementation. According to the maps prepared pursuant to the California Department of Conservation's California Important Farmland Finder as Farmland of Local Importance, no prime farmland, unique farmland, or farmland of statewide importance exists within the vicinity of the proposed Project (Figure II-1). No adverse impact to any agricultural resources would occur from implementing the proposed Project. No mitigation is required.
- b. *No Impact* – There are no agricultural uses currently on the Project site or on adjacent properties. The project site is zoned for Light Industrial and the General Plan land use designation is Industrial. No potential exists for a conflict between the proposed Project and agricultural zoning or Williamson Act contracts within the Project area. No mitigation is required.

- c. *No Impact* – Please refer to issues II(a) and II(b) above. The project site is in an urbanized area and neither the land use designation (Industrial) nor zoning classification (Light Industrial) supports forest land or timberland uses or designations. No potential exists for a conflict between the proposed Project and forest/timberland zoning. No mitigation is required.
- d. *No Impact* – There are no forest lands within the Project area, which is because the Project area is urbanized. No potential for loss of forest land would occur if the Project is implemented. No mitigation is required.
- e. *No Impact* – Because the project site and surrounding area do not support either agricultural or forestry uses and, furthermore, because the project site and environs are not designated for such uses, implementation of the proposed Project would not cause or result in the conversion of Farmland or forest land to alternative use. No adverse impact would occur. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analysis, CNG Fueling Station Project, San Bernardino, California” prepared by Giroux & Associates dated November 1, 2021, and provided as Appendix 1 to this document.

Background

Climate

The climate the eastern San Bernardino Valley, as with all of Southern California, is governed largely by the strength and location of the semi-permanent high-pressure center over the Pacific Ocean and the moderating effects of the nearby vast oceanic heat reservoir. Local climatic conditions are characterized by very warm summers, mild winters, infrequent rainfall, moderate daytime on-shore breezes, and comfortable humidity levels. Unfortunately, the same climatic conditions that create such a desirable living climate combine to severely restrict the ability of the local atmosphere to disperse the large volumes of air pollution generated by the population and industry attracted in part by the climate.

The Project will be situated in an area where the pollutants generated in coastal portions of the Los Angeles basin undergo photochemical reactions and then move inland across the project site during the daily sea breeze cycle. The resulting smog at times gives San Bernardino County some of the worst air quality in all of California. Fortunately, significant air quality improvement in the last decade suggests that healthful air quality may someday be attained despite the limited regional meteorological dispersion potential.

Air Quality Standards

Existing air quality is measured at established Southern California Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

**Table III-1
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone (O3) ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM10) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		–		
Fine Particulate Matter (PM2.5) ⁹	24 Hour	–	–	35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	12.0 µg/m ³	15.0 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m ³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		–	–	
Nitrogen Dioxide (NO2) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m ³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		0.053 ppm (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO2) ¹¹	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	–	Ultraviolet Flourescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) ¹¹	–	
Lead 8 ^{12,13}	30-Day Average	1.5 µg/m ³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m ³ (for certain areas) ¹²	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m ³		
Visibility Reducing Particles ¹⁴	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No Federal Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹²	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

- 1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above $150 \mu\text{g}/\text{m}^3$, is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national PM2.5 primary standard was lowered from $15 \mu\text{g}/\text{m}^3$ to $12.0 \mu\text{g}/\text{m}^3$. The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at $35 \mu\text{g}/\text{m}^3$, as was the annual secondary standard of $15 \mu\text{g}/\text{m}^3$. The existing 24-hour PM10 standards (primarily and secondary) of $150 \mu\text{g}/\text{m}^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ($1.5 \mu\text{g}/\text{m}^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

**Table III-2
 HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

Pollutants	Sources	Primary Effects
Carbon Monoxide (CO)	<ul style="list-style-type: none"> • Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust. • Natural events, such as decomposition of organic matter. 	<ul style="list-style-type: none"> • Reduced tolerance for exercise. • Impairment of mental function. • Impairment of fetal development. • Death at high levels of exposure. • Aggravation of some heart diseases (angina).
Nitrogen Dioxide (NO ₂)	<ul style="list-style-type: none"> • Motor vehicle exhaust. • High temperature stationary combustion. • Atmospheric reactions. 	<ul style="list-style-type: none"> • Aggravation of respiratory illness. • Reduced visibility. • Reduced plant growth. • Formation of acid rain.
Ozone (O ₃)	<ul style="list-style-type: none"> • Atmospheric reaction of organic gases with nitrogen oxides in sunlight. 	<ul style="list-style-type: none"> • Aggravation of respiratory and cardiovascular diseases. • Irritation of eyes. • Impairment of cardiopulmonary function. • Plant leaf injury.
Lead (Pb)	<ul style="list-style-type: none"> • Contaminated soil. 	<ul style="list-style-type: none"> • Impairment of blood function and nerve construction. • Behavioral and hearing problems in children.
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> • Stationary combustion of solid fuels. • Construction activities. • Industrial processes. • Atmospheric chemical reactions. 	<ul style="list-style-type: none"> • Reduced lung function. • Aggravation of the effects of gaseous pollutants. • Aggravation of respiratory and cardio respiratory diseases. • Increased cough and chest discomfort. • Soiling. • Reduced visibility.
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> • Fuel combustion in motor vehicles, equipment, and industrial sources. • Residential and agricultural burning. • Industrial processes. • Also, formed from photochemical reactions of other pollutants, including NO_x, sulfur oxides, and organics. 	<ul style="list-style-type: none"> • Increases respiratory disease. • Lung damage. • Cancer and premature death. • Reduces visibility and results in surface soiling.
Sulfur Dioxide (SO ₂)	<ul style="list-style-type: none"> • Combustion of sulfur-containing fossil fuels. • Smelting of sulfur-bearing metal ores. • Industrial processes. 	<ul style="list-style-type: none"> • Aggravation of respiratory diseases (asthma, emphysema). • Reduced lung function. • Irritation of eyes. • Reduced visibility. • Plant injury. • Deterioration of metals, textiles, leather, finishes, coatings, etc.

Source: California Air Resources Board, 2002.

Baseline Air Quality

Long-term air quality monitoring is carried out by the South Coast Air Quality Management District (SCAQMD) at its Central San Bernardino monitoring station. This station measures both regional pollution levels such as dust (particulates) and smog, as well as levels of primary vehicular pollutants such as carbon monoxide. Table III-3 summarizes the last four years of the published data from the Central San Bernardino monitoring station. Ozone and particulates are seen to be the two most significant air quality concerns.

Ozone is the primary ingredient in photochemical smog. Slightly more than 16 percent of all days exceed the California one-hour standard. The 8-hour state ozone standard has been exceeded an average of 27 percent of all days in the past four years. The federal 8-hour standard is exceeded 20 percent of all days. For the last four years, ozone levels have neither improved nor gotten noticeably worse. While ozone levels are still high, they are much lower than 10 to 20 years ago. Attainment of all clean air standards in the Project vicinity is not likely to occur soon, but the severity and frequency of violations is expected to continue to slowly decline during the current decade.

In addition to gaseous air pollution concerns, San Bernardino experiences frequent violations of standards for 10-micron diameter respirable particulate matter (PM-10). High dust levels occur during Santa Ana wind conditions, as well as from the trapped accumulation of soot, roadway dust and byproducts of atmospheric chemical reactions during warm season days with poor visibility. Table 3 shows that almost 8 percent of all days in the last four years experienced a violation of the State PM-10 standard. However, the three-times less stringent federal standard has not been exceeded in the same time period.

A substantial fraction of PM-10 is comprised of ultra-small diameter particulates capable of being inhaled into deep lung tissue (PM-2.5). Peak annual PM-2.5 levels are sometimes almost as high as PM-10, which includes PM-2.5 as a sub-set. However, less than one percent of days experience a violation of the 24-hour standard of 35 µg/m³. While many of the major ozone precursor emissions (automobiles, solvents, paints, etc.) have been substantially reduced, most major PM-10 sources (construction dust, vehicular turbulence along roadway shoulders, truck exhaust, etc.) have not been as effectively reduced. Prospects of ultimate attainment of ozone standards are better than for particulate matter. More localized pollutants such as carbon monoxide, nitrogen oxides, etc. are very low near the project site because background levels, never approach allowable levels. There is substantial excess dispersive capacity to accommodate localized vehicular air pollutants such as NO_x or CO without any threat of violating applicable AAQS.

**Table III-3
 AIR QUALITY MONITORING SUMMARY (2017-2020)
 (ESTIMATED NUMBER OF DAYS STANDARDS WERE EXCEEDED)**

Pollutant/Standard	2017	2018	2019	2020
Ozone				
1-Hour > 0.09 ppm (S)	81	63	63	89
8-Hour > 0.07 ppm (S)	112	102	96	128
8- Hour > 0.075 ppm (F)	88	71	73	110
Max. 1-Hour Conc. (ppm)	0.158	0.138	0.127	0.162
Max. 8-Hour Conc. (ppm)	0.136	0.116	0.114	0.128
Carbon Monoxide				
8- Hour > 9. ppm (S,F)	0	0	0	0
Max 8-hour Conc. (ppm)	2.3	2.5	1.1	1.4
Nitrogen Dioxide				
1-Hour > 0.18 ppm (S)	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.065	0.057	0.059	0.054
Respirable Particulates (PM-10)				
24-Hour > 50 µg/m ³ (S)	35/356	25/355	36/269	81/320
24-Hour > 150 µg/m ³ (F)	0/356	0/335	0/269	0/320
Max. 24-Hr. Conc. (µg/m ³)	86.	129.	112.	80.
Fine Particulates (PM-2.5)				
24-Hour > 35 µg/m ³ (F)	1/116	0/114	0/97	0/115
Max. 24-Hr. Conc. (µg/m ³)	38.2	30.1	34.8	25.7

S=State Standard
 F=Federal Standard

Source: Central San Bernardino SCAQMD Air Monitoring Summary (5203)
 data: www.arb.ca.gov/adam/

The U.S. EPA is responsible for setting and enforcing the NAAQS for O3, CO, NOx, SO2, PM10, PM2.5, and lead (7). The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the CARB.

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance (14). The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Substantial reductions in emissions of ROG, NOx and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

**Table III-4
 SOUTH COAST AIR BASIN EMISSIONS FORECASTS (EMISSIONS IN TONS/DAY)**

Pollutant	2015^a	2020^b	2025^b	2030^b
NOx	357	289	266	257
VOC	400	393	393	391
PM-10	161	165	170	172
PM-2.5	67	68	70	71

^a2015 Base Year.

^bWith current emissions reduction programs and adopted growth forecasts.

Source: California Air Resources Board, 2013 Almanac of Air Quality

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated AQMP was required for completion in 2016. The 2016 AQMP was adopted by the SCAQMD Board in March, 2017, and has been submitted the California Air Resources Board for forwarding to the EPA. The 2016 AQMP acknowledges that motor vehicle emissions have been effectively controlled and that reductions in NOx, the continuing ozone problem pollutant, may need to come from major stationary

sources (power plants, refineries, landfill flares, etc.). The current attainment deadlines for all federal non-attainment pollutants are now as follows:

8-hour ozone (70 ppb)	2032
Annual PM-2.5 (12 $\mu\text{g}/\text{m}^3$)	2025
8-hour ozone (75 ppb)	2024 (former standard)
1-hour ozone (120 ppb)	2023 (rescinded standard)
24-hour PM-2.5 (35 $\mu\text{g}/\text{m}^3$)	2019

The key challenge is that NO_x emission levels, as a critical ozone precursor pollutant, are forecast to continue to exceed the levels that would allow the above deadlines to be met. Unless additional stringent NO_x control measures are adopted and implemented, ozone attainment goals may not be met.

Air quality impacts are considered “significant” if they cause clean air standards to be violated where they are currently met, or if they “substantially” contribute to an existing violation of standards. Any substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact.

Appendix G of the California CEQA Guidelines offers the following five tests of air quality impact significance. A Project would have a potentially significant impact if it:

- a. Conflicts with or obstructs implementation of the applicable air quality plan.
- b. Results in a cumulatively considerable net increase of any criteria pollutants for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- c. Exposes sensitive receptors to substantial pollutant concentrations.
- d. Creates objectionable odors affecting a substantial number of people.

Primary Pollutants

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthy form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the South Coast Air Basin (SCAB) for PM-10, an aggressive dust control program is required to control fugitive dust during Project construction.

Secondary Pollutants

Many pollutants, however, require time to transform from a more benign form to a more unhealthy contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

**Table III-5
DAILY EMISSIONS THRESHOLDS**

Pollutant	Construction	Operations
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SOx	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

Additional Indicators

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the Project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

Sensitive Receptors

The closest sensitive uses to the project site are the residences south of Central Avenue. The closest home is approximately 150 feet south of the closest trucking fuel pump. Setbacks are greater for the automotive pumps. The closest home is approximately 110 feet south of the closest site perimeter (the black top adjacent to Central Avenue).

Impact Analysis

- Less Than Significant Impact* – Projects such as the proposed San Bernardino CNG Fueling Station Project do not directly relate to the AQMP in that there are no specific air quality programs or regulations governing general development. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. At the broadest level the proposed CNG Fueling Station represents a shift in fuels used by delivery vans that can reduce air emissions relative to use of gasoline or diesel fuel. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the proposed development is consistent with regional growth projections. Air quality impact significance for the proposed Project has therefore been analyzed on a Project-specific basis. The City requires compliance with the Municipal Code for Project such as this, and the Applicant intends to meet these standards. The Project will need to meet design requirements meet the Airport Zone design requirements. The San Bernardino CNG Fueling Station Project will otherwise be consistent with the City's General Plan and Zoning Code. The proposed Project is projected to be consistent with regional planning forecasts maintained by the Southern California Association of Governments (SCAG) regional plans. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant only because of consistency with regional growth projections. Air quality impact significance for the proposed Project has therefore been analyzed on a Project-specific basis. As the analysis of Project-related emissions provided below indicates, the proposed Project will not cause or be exposed to significant air pollution, and is, therefore, consistent with the applicable air quality plan.

- b. *Less Than Significant With Mitigation Incorporated* – Air pollution emissions associated with the proposed Project would occur over both a short and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading, and exhaust emission) at the proposed Project site. Long-term emissions generated by future operation of the proposed Project primarily include energy consumption and trips generated by the future development.

Construction Emissions

CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The project construction is designed to minimize earthwork activities by matching existing drainage patterns, with approximately 5,000 cy of import. The Project was modeled as starting first quarter 2022 and ending in the first quarter of 2023.

Estimated construction emissions were modeled using CalEEMod2020.4.0 to identify maximum daily emissions for each pollutant during project construction

**Table III-6
 CONSTRUCTION ACTIVITY EQUIPMENT FLEET**

Phase Name and Duration	Equipment
Grading (20 days)	1 Grader
	1 Dozer
	1 Excavator
	2 Crawling Tractors
	3 Loader/Backhoes
Construction (230 days)	1 Crane
	3 Loader/Backhoe
	1 Welders
	1 Generator Set
	3 Forklifts
Paving (20 days)	2 Pavers
	2 Paving Equipment
	2 Rollers

Utilizing this indicated equipment fleet and durations shown in Table III-6 the following worst-case daily construction emissions are calculated by CalEEMod and are listed in Table III-7.

Table III-7
CONSTRUCTION ACTIVITY EMISSIONS
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)

Maximal Construction Emissions	ROG	NOx	CO	SO ₂	PM-10	PM-2.5
2022						
Unmitigated	3.0	36.4	21.3	0.1	9.3	4.9
Mitigated	3.0	36.4	21.3	0.1	4.9	2.8
2023						
Unmitigated	1.9	15.8	19.7	0.0	1.9	1.0
Mitigated	1.9	15.8	19.7	0.0	1.9	1.0
SCAQMD Thresholds	75	100	550	150	150	55

Peak daily construction activity emissions are estimated to be below SCAQMD CEQA thresholds without the need for added mitigation. The only model-based mitigation measured applied for this Project was watering exposed dirt surfaces three times per day to minimize the generation of fugitive dust generation during grading.

Construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless, emissions minimization through enhanced dust control measures is recommended for use because of the non-attainment status of the air basin. Recommended measures include:

AIR-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- **Apply soil stabilizers or moisten inactive areas.**
- **Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).**
- **Cover all stock piles with tarps at the end of each day or as needed.**
- **Provide water spray during loading and unloading of earthen materials.**
- **Minimize in-out traffic from construction zone.**
- **Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.**
- **Sweep streets daily if visible soil material is carried out from the construction site.**

Similarly, ozone precursor emissions (ROG and NOx) are calculated to be below SCAQMD CEQA thresholds. However, because of the regional non-attainment for photochemical smog, the use of reasonably available control measures for diesel exhaust is recommended. Combustion emissions control options include:

AIR-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- **Utilize well-tuned off-road construction equipment.**
- **Establish a preference for contractors using Tier 3 or better heavy equipment.**
- **Enforce 5-minute idling limits for both on-road trucks and off-road equipment.**

With the above mitigation measures, any impacts related to construction emissions are considered less than significant. No further mitigation is required.

Operational Emissions

The project would be expected to generate approximately 1,597 daily trips using trip generation numbers provided in the Traffic Report prepared for this project. This number is in PCE equivalent where a truck is weighted a factor of 1.5 more than a passenger vehicle. Much of the site is timed fill posts, where a passenger car arrives to drive a time filled truck and then returns the truck and drives home. The 1,081 PCE time filled spots equate to 860 non PCE trips where half are trucks and half are passenger vehicles. These trucks in addition to the fast fill CNG spots total 880 trucks per day that will be fueling at the Project site.

Without knowing the mileage the trucks travel, it is difficult to determine truck emissions which are typically provided by the California Air Resources Board on a grams/mile basis. Therefore, the Project throughput of 1.6 million diesel gallons equivalent per year was used as a basis to determine total mileage.

Using total VMT (vehicle miles traveled) and gasoline consumption factors provided in the Emissions Factor Program EMFAC2021¹, the following mileage per gallon information was calculated averaging different types of trucks within the San Bernardino County region. As shown in Table III-8, an average of about 6 miles per gallon was calculated for three types of heavy trucks. Although many of the trucks projected for use at the Project site will be smaller, less polluting vehicles with greater mileage per gallon, the trucks in Table III-8 were used to represent a worst-case condition.

**Table III-8
MILEAGE PER TRUCK TYPE AND FUEL TYPE YEAR 2023**

EMFAC Truck Designation	Description	MPG Diesel Gas	MPG Natural Gas	Fuel Type Difference
T7 SWCV	Heavy-Heavy Duty Diesel Solid Waste Collection Truck	6.11	6.00	2%
T7 POLA	Heavy-Heavy Duty Diesel Drayage Truck near South Coast	6.18	5.99	3%
T6 Public	Medium-Heavy Duty Diesel Public Fleet Truck	6.14	5.69	8%

The fuel efficiency of CNG-powered vehicles is slightly lower than diesel fueled trucks. However, despite the small difference in efficiency for ease of calculations, emissions for both the diesel trucks, and the natural gas trucks were both assumed to average 6 miles per gallon. With an annual throughput of 1.6 million gallons this would be the equivalent of 266,667 truck miles year or 731 daily miles.

Using EMFAC2021v1.0.1 emission rates, the following Project emissions are shown in Table III-9. The comparison to diesel fueled vehicles is for information only. The Project will utilize RNG sources and as stated earlier in this report, only noncarbon-based emissions are analyzed.

**Table III-9
2023 T7 POLA TRUCK DAILY EMISSIONS (LBS/DAY)**

Emission Source	ROG	NOx	SO₂	PM-10	PM-2.5
Diesel Gas	6.6	80.8	0.2	0.1	0.1
Natural Gas*	1.7	43.0	0.0	0.1	0.1
SCAQMD Threshold	55	55	150	150	55

*using ICE

As shown natural gas vehicles emit much less pollutants than their diesel counterparts. Even if all project trucks were heavy duty, daily emissions would not exceed their SCAQMD operational thresholds.

¹ <https://arb.ca.gov/emfac/emissions-inventory/a2ea2ceaae41c3b3ee08fb4f5c40c42f5263d079>

- c. *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs). LSTs were developed in response to Governing Board’s Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD’s Mobile Source Committee in February 2005.

Use of an LST analysis for a Project is optional. For the proposed Project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a Project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200 and 500-meter source-receptor distances. For this Project, since there is residential uses just south of the site across E Central Avenue. The closest homes are approximately 110 feet from the closest site boundary and the most conservative 25-meter distance was modeled.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites for varying distances. For this Project, because of size, the screening thresholds for a 1-acre site were used.

The following thresholds and emissions in Table III-10 are therefore determined (pounds per day):

**Table III-10
 LST AND PROJECT EMISSIONS (POUNDS/DAY)**

LST Central San Bernardino Valley	CO	NOx	PM-10	PM-2.5
LST Threshold	972	170	7	4
Max On-Site Emissions				
2022 Unmitigated	19	31	8	5
2022 Mitigated	19	31	4	3
2023 Unmitigated	16	14	1	1
2023 Mitigated	16	14	1	1

CalEEMod Output in Appendix

Only emissions occurring at the site, not from on-road travel as shown in Table 7

LSTs were compared to the maximum daily construction activities. As seen in Table III-10, with active dust suppression, mitigated emissions meet the LST for construction thresholds. As such, with the implementation of mitigation measure **AIR-1 above**, LST impacts are less than significant.

- d. *Less Than Significant Impact* – Heavy-duty equipment in the proposed Project area during construction will emit odors; however, the construction activity would cease to occur over a short period of time. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants

- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The proposed Project does not propose any such uses or activities that would result in potentially significant operational-source odor impacts. Potential sources of operational odors generated by the Project would include disposal of miscellaneous municipal refuse. Consistent with City requirements, all Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations, thereby precluding substantial generation of odors due to temporary holding of refuse on-site. Moreover, SCAQMD Rule 402 acts to prevent occurrences of odor nuisances. No other sources of objectionable odors have been identified for the proposed Project.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 Wildlife 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 Wildlife 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: The following information is provided based on a study titled “Biological Resources Assessment and Jurisdictional Delineation Report for Clean Energy’s San Bernardino CNG Fueling Station Project” prepared by Jacobs dated October 2021, and provided as Appendix 2. The following information is abstracted from the Biological Resources Assessment (BRA):

General Site Conditions

The project site is situated in a heavily urbanized area of the City of San Bernardino and supports an abandoned grove of olive trees (now removed). Areas around the olive trees have been subject to weed abatement activities. Habitat on site consists of primarily of ruderal, non-native grasses including slender wild oat (*Avena barbata*), red brome (*Bromus madritensis* ssp. *rubens*), ripgut grass (*Bromus diandrus*), Australian tumbleweed (*Salsola australis*), prostrate pigweed (*Amaranthus albus*), star thistle (*Centaurea solstitialis*), prickly Russian thistle (*Salsola tragus*), and hairy-leaved sunflower (*Helianthus annuus*). Ornamental trees are found along Tippecanoe including eucalyptus trees (*Eucalyptus camaldulensis*). The site has been subject to ongoing weed abatement activities; therefore, the disturbance levels are high and due to lack of maintenance only hardy vegetation grows here.

Wildlife species observed or otherwise detected on site during the surveys included: California towhee (*Melospiza fusca*), house finch (*Haemorhous mexicanus*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), and killdeer (*Charadrius vociferus*). Killdeer were the predominant species, with three individuals observed beneath the shade of *Eucalyptus*; all other species were single sightings among vegetation from ornamental vegetation in the residential portion (northwest corner) of the property.

No burrows were found throughout the site including ground squirrel burrows and no evidence of predators were found on the Project site.

San Bernardino Kangaroo Rat (SBKR)

The San Bernardino Kangaroo Rat (SBKR) is one of several kangaroo rat species in its range. The habitat of the SBKR is confined to primary and secondary alluvial fan scrub habitats, with sandy soils deposited by fluvial (water) rather than aeolian (wind) processes. The past habitat losses and potential future losses prompted the emergency listing of the SBKR as an endangered species.

In general, the Project site does not contain any of the habitat elements typically associated with SBKR. The olive tree grove provided good roosting potential for great-horned owl which is a primary predator of SBKR. In addition, the site is subject to continuous weed abatement and no small mammal tracks were observed in the bare ground areas of the site.

The site is near to, but outside of, Critical Habitat for SBKR and SBKR have been documented within one-half mile of the site. For these reasons' it was initially thought that focused presence/absence surveys would be required. The site conditions however, do not provide any potential for SBKR occupation or utilization and further study into this species is not warranted or recommended. SBKR are presumed absent from this site.

Burrowing owl (BUOW)

The Burrowing owl [BUOW] is a small, ground-dwelling owl that is protected by the international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California Fish and Game Code (CDFG Code #3513 & #3503.5) as a Species of Special Concern. In southern California, BUOW can be found in grassland, shrub steppe, and desert habitat types consisting of short, sparse vegetation with few shrubs, level to gentle topography, and well-drained soils. They can also be found in agricultural areas, ruderal fields, vacant lots and pastures, and flood control facilities. Most importantly, BUOWs require underground burrows or other cavities for nesting, roosting and shelter.

The project site and immediate vicinity does not contain potentially suitable habitat for this species for the following reasons:

- *Olive groves do not provide the line of sight needed by this species.*
- *Evidence of predators (coyote, raptors and domestic dogs)*

No evidence of BUOW was found in the survey area. There was no sign of historic or current use of BUOW i.e., no BUOW pellets, feathers or whitewash, no burrows, and no ground squirrels or other fossorial animals to provide surrogate burrows. Additionally, no BUOW have been documented within a 3-mile radius of the subject parcel. Therefore, BUOW are, at the time of this report, considered absent from the site. To prevent take of BUOW that may migrate into the site between the time of this study and construction, a 30-day BUOW preconstruction survey shall be conducted.

Nesting Birds and Raptors

The property boundaries contain trees suitable for use by raptors for nesting and roosting purposes. The project site and immediate surrounding areas do contain habitat suitable for nesting birds in general, including the trees on site.

Jurisdiction Waters

There are no drainages on site. No aspect of the site presents any evidence of jurisdictional waters. None of the following indicators are present on site: riparian vegetation, facultative, facultative wet or obligate wet vegetation, harrow marks, sand bars shaped by water, racking, rilling, destruction of vegetation, defined bed and bank, distinct line between vegetation types, clear natural scour line, meander bars, mud cracks, staining, silt deposits, litter- organic debris. No jurisdictional waters occur on site.

- a. *Less Than Significant With Mitigation Incorporated* – Based on the data gathered in the BRA, no Federal- or State-listed plant species were observed within the study area. In addition, no local plant species were found within the Project footprint, which is highly modified and currently sparsely

vegetated. Given that the site situated in a heavily urbanized area of the City of San Bernardino and supported a grove of olive trees, special-status plant species that are known to occur in the region are not expected within the Project footprint. Habitat on site consists of primarily of ruderal, non-native grasses and ornamental trees found along Tippecanoe including eucalyptus trees (*Eucalyptus camaldulensis*). The site has been subject to ongoing weed abatement activities; therefore, the disturbance levels are high and only hardy vegetation grows here. The site is near to, but outside of, Critical Habitat for SBKR, and SBKR have been documented within ½ mile of the site. The site conditions however, do not provide any potential for SBKR occupation or utilization and further study into this species is not warranted or recommended. As such, SBKR are presumed absent from this site. There is low potential for BUOW due to the lack of existing burrows and graded soils; however, BUOW can dig their own burrows and soils near existing adjacent properties are less disturbed than the interior of the parcel. As such, there is potential for the lot to become occupied at a future date by BUOW. As such, the following mitigation measures shall be implemented to avoid any potential Project-related impacts to BUOW.

BIO-1 ***Burrowing Owl. Preconstruction presence/absence surveys for burrowing owl shall be conducted within 30 days prior to any onsite ground disturbing activity. The burrowing owl survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. In the event this species is not identified within the Project limits, no further mitigation is required. If during the preconstruction survey, the burrowing owl is found to occupy the site, Mitigation Measure BIO-2 shall be required.***

BIO-2 ***If burrowing owls are identified during the survey period, the City shall require the Project applicant to take the following actions to offset impacts prior to ground disturbance:***

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum of 250-foot buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, onsite passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area.

If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.***
- The location of the proposed relocation site.***
- The number of owls involved and the time of year when the relocation is proposed to take place.***
- The name and credentials of the biologist who will be retained to supervise the relocation.***
- The proposed method of capture and transport for the owls to the new site.***
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).***

The field biologist determined that, of the remaining species listed as sensitive species that could occur in the area, none would be impacted by implementation of the proposed Project. Therefore,

with implementation of mitigation measures BIO-1 and BIO-2 to protect BUOW, impacts under this issue are considered less than significant.

- b. *Less Than Significant Impact* – Implementation of the proposed Project will not have an adverse effect on any riparian habitat or sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS. Habitat on site consists of primarily of ruderal, non-native grasses and ornamental trees found along Tippecanoe including eucalyptus trees. As stated above, the site is near to, but outside of, Critical Habitat for SBKR, and SBKR have been documented within ½ mile of the site. However, the Project will have no potential to impact this species or critical habitat thereof. Based on the field survey conducted by Jericho Systems and the information contained in Appendix 2, no significant impacts to riparian habitat or other sensitive communities are anticipated to occur as a result of implementation of the proposed Project.
- c. *No Impact* – According to the data gathered by Jericho Systems in Appendix 2, no jurisdictional features subject to the Clean Water Act (CWA) or Fish and Game Commission (FGC) under the jurisdictions of the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), or California Department of Fish and Wildlife (CDFW) exist within the Project area. The project site is located entirely outside of any jurisdictional areas and no permanent or temporary impacts to jurisdictional features will result from the Project. Therefore, no permits or authorizations from the USACE, RWQCB, or CDFW will be required. As such, given that no federally protected wetlands occur within the Project footprint, implementation of the proposed Project will have no potential to impact any federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – Based on the field survey of the project site, the Project will not substantially interfere with the movement of any native resident or migratory species or with established native or migratory wildlife corridors, or impede the use of native nursery sites. However, the vegetation on site does have a potential to support nesting birds and foraging raptors such as red-tailed hawks. Furthermore, the State does protect all migratory and nesting native birds. Habitat suitable for nesting birds does exist within the project site and adjacent areas. As discussed, most birds are protected by the Migratory Bird Treaty Act (MBTA). To prevent interfering with native bird nesting, the following mitigation measure shall be implemented.

BIO-3 *The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests MUST be avoided during the nesting season. If an active nest is located in the Project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.*

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e. *Less Than Significant With Mitigation Incorporated* – Based on the field survey, the proposed Project does not contain many biological resources that are protected by local policies or ordinances beyond those identified under Section I, Aesthetics. The proposed Project no longer contains several trees that were remnants of the old olive grove. The City of San Bernardino does have a tree ordinance that protects trees. This ordinance—19.28.100—states that “In the event that more than 5 trees are to be cut down, uprooted, destroyed, or removed within a 36-month period, a permit shall first be issued by the Department” (Community Development). The proposed Project will not remove more than 5 trees. Thus, the Developer will not need to obtain a permit to remove any trees. Mitigation

measure **AES-1** will ensure that a permit is received prior to the commencement of construction for removal of any trees. Implementation of this mitigation measure would protect the biological resources on site. Past use and human disturbance of the site have eliminated any other biological resources that might be protected. With no further potential for conflicts with local policies or ordinances, impacts under this issue are less than significant with the implementation of mitigation.

- f. *No Impact* – Implementation of the Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There are no applicable Habitat Conservation Plans or Natural Community Conservation Plans in effect within the City of San Bernardino. As discussed above, this site has been surveyed, and no habitat or species of concern exist that could be adversely affected by Project implementation. No further analysis is needed. No impacts are anticipated and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect entitled “Historical/Archaeological Resources Survey Report: CNG Fueling Station Project, Assessor’s Parcel Number 0280-091-27, City of San Bernardino, San Bernardino County, California” prepared by CRM TECH dated December 20, 2021, and provided as Appendix 3. The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

Background

As a part of the environmental review process for the undertaking, a Historical/Archaeological Resources Survey Report was prepared to in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the proposed Project would cause substantial adverse changes to any “historical resources,” as defined by CEQA, that may exist in or around the project area.

In order to identify such resources, CRM TECH conducted a historical/archaeological resources records search, pursued historical background research, contacted Native American representatives, and carried out an intensive-level field survey of the entire project area. The results of these research procedures indicate that an archaeological site from the late historic period, 36-013546 (CA-SBR-12596H), was previously recorded as lying partially within in the western portion of the project area. Consisting of the concrete slab foundations of a circa 1940 residence and an outbuilding, the portion of the site within the Project boundaries does not appear to meet CEQA’s definition of a “historical resource.”

No other potential “historical resources” were encountered during this study. When contacted by CRM TECH, the State of California Native American Heritage Commission stated that the Sacred Lands File maintained by the commission indicated the presence of unspecified Native American cultural resource(s) in the vicinity of the Project location and referred further inquiry to the San Manuel Band of Mission Indians and other local tribes. Upon further consultation, however, the San Manuel Band clarified that the project area lies between two Native American cultural resources known to the tribe but not within either of them. Therefore, the tribe concluded that the proposed Project would not have any impact on such resources.

The Historical/Archaeological Resources Survey Report made a conclusory finding of No Impact regarding cultural resources. No further cultural resources investigation is recommended for the proposed Project unless development plans undergo such changes as to include areas not covered by this study. However, if buried cultural materials are encountered during any earth-moving operations associated with the Project, all work in the immediate area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to

PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

Per the above discussion and definition, no archaeological sites or isolates were recorded within the Project boundaries; thus, none of them requires further consideration during this study. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the Project:

- No historical resources within or adjacent to the Project area have any potential to be disturbed as they are not within the proposed area in which the facilities will be constructed and developed, and thus, the Project as it is currently proposed will not cause a substantial adverse change to any known historical resources.
- No further cultural resources investigation is necessary for the proposed Project unless construction plans undergo such changes as to include areas not covered by this study.

However, if buried cultural materials are discovered during any earth-moving operations associated with the Project, the following mitigation measure shall be implemented:

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City's onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

Additionally, as part of the AB 52 consultation process, the City received a response from the San Manuel Band of Mission Indians requesting the following mitigation measures in addition to mitigation measures **TCR-1** and **TCR-2** identified under Section XVIII, Tribal Cultural Resources below:

CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-3 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-4 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

With the above mitigation incorporated, as well as the mitigation identified under Tribal Cultural Resources below, the potential for impacts to cultural resources will be reduced to a less than significant level. No additional mitigation is required.

- c. *Less Than Significant Impact* – As noted in the discussion above, no available information suggests that human remains may occur within the Area of Potential Effect (APE) and the potential for such an occurrence is considered very low. Human remains discovered during the Project will need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner’s Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation for potential impacts and no further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VI. ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The project will install a CNG fueling station at the project site. There will be a covered (canopy) fast fill CNG dispenser area and time fill dispensers at the onsite delivery vehicle parking spaces. The site has one access on Tiptecanoe Avenue and another on East Central Avenue (main entry).

- a. *Less Than Significant With Mitigation Incorporated* –The proposed Project consists of a CNG Fueling Station. Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. The proposed Project will not employ any employees on a typical work day at the site, which results in a minimum number of trips requiring energy per day from employees. To minimize energy costs of construction debris management, mitigation has been established to require diversion of all material subject to recycling. Energy consumption by equipment will be reduced by requiring shutdowns when equipment is not in use after five minutes and ensuring equipment is being operated within proper operating parameters (tune-ups) to minimize emissions and fuel consumption. These requirements are consistent with State and regional rules and regulations. Under the construction scenario outlined above, the proposed Project will not result in wasteful, inefficient, or unnecessary energy consumption during construction.

The proposed Project will be powered by Southern California Edison (SCE) through the existing electricity distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. Natural gas will be supplied by Southern California Gas from the existing natural gas line adjacent to the project site. As such, the amount of electricity and natural gas required by the Project is considered modest. However, the onsite CNG Fueling Station facilities must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance California Green Building Standards Code, AKA the CALGreen Code (Title 24, Part 11), which became effective on January 1, 2017. The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- The provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance The Building Energy Efficiency Standards would ensure that the building energy use associated with the proposed project would not be wasteful or unnecessary.
- Compliance with Indoor Water use consumption reduced through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills.
- Compliance with SBDC Water Efficient Landscape Ordinance Chapter 83-10 – Landscaping Standards.
- Compliance with SBDC Chapter 83.07 – Glare & Outdoor Lighting.
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.

- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.
- Compliance with these regulatory requirements for operational energy use and construction energy use would not be wasteful or unnecessary use of energy.

Further, SCE is presently in compliance with State renewable energy supply requirements and SCE will supply electricity to the Project. Under the operational scenario for the proposed Project, the proposed Project will not result in wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines. No mitigation beyond those identified above are required.

- b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in the preceding discussion, the proposed Project will not conflict with current State energy efficiency or electricity supply requirements or any local plans or programs for renewable energy or energy efficiency requirements. The City of San Bernardino has adopted State energy efficiency standards as part of its Municipal Code. No mitigation beyond those identified above are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VII. GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<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 checked="" type="checkbox"/>	<input 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 onsite or offsite 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 (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

a. Ground Rupture

Less Than Significant Impact – The Project site is located in the City of San Bernardino, which is located between several active faults, including the San Andreas Fault and the San Jacinto Faults, which are both classified as Alquist-Priolo Special Study Zones under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the City of San Bernardino General Plan. According to Figure VII-1, the site is not located within an Alquist-Priolo Special Study Zone. Based on this information, the risk for ground rupture at the site location is low; therefore, it is not likely that future persons at the site will be subject to rupture from a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

Strong Seismic Ground Shaking

Less Than Significant Impact – As stated in the discussion above, several faults run through the City, and as with much of southern California, the proposed structures will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future, as shown on Figure VII-2, which depicts the City's General Plan Map of fault zones, faults, and type of faults that traverse through the City. As a result, and like all other development Projects in the City and throughout the Southern California Region, the proposed Project will be required to comply with all applicable seismic design standards contained in the 2019 California Building Code (CBC), including Section 1613- Earthquake Loads. Compliance with the CBC will ensure that structural integrity will be maintained in the event of an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant without mitigation.

Seismic-Related Ground Failure Including Liquefaction

Less Than Significant With Mitigation Incorporated – According to the map prepared for the San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays (Figure VII-3), the Project site is located in an area that is considered moderately susceptible to seismic-related ground failure, including liquefaction. The City's General Plan requires site-specific geotechnical reports to determine the site-specific liquefaction potential and possible seismic design mitigation. Therefore, the following mitigation measure will be implemented to reduce impacts under this issue:

GEO-1 Prior to initiating grading, the site developer shall provide a geotechnical evaluation of the potential liquefaction hazards at the site and, if a hazard exists at the proposed Project location, the evaluation shall define design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site. The developer shall implement any design measures required for onsite structures to protect human safety.

Implementation of the above mitigation measure will reduce any potential impacts to a less than significant level and will ensure that human safety will be protected from any liquefaction hazards that may exist at the project site.

Landslides

No Impact – The project site is essentially flat, and is therefore not located in an area in which landslides are anticipated to occur. According to the map prepared for the San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays (Figure VII-3), the Project site is not located in an area that is considered susceptible to landslides. Therefore, the Project will not expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides. No impacts under this issue are anticipated and no mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – Due to the existing disturbed nature of the project site, the shallow slope of the site (essentially flat), and the type of Project being proposed, a potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is generally considered less than significant. The project site is vacant with a significant amount of non-native vegetation coverage. The project site was formerly an olive grove, which has been abandoned, and therefore contains a number of damaged trees and an abundance of weed growth. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control potentially significant erosion hazards. The topography is generally flat with essentially minimal elevation change within the site. The Project is anticipated to require minimal cut and about 5,000 cubic yards of fill. During Project construction when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Project grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the Project is in operation. Once constructed,

most of the site will be paved or covered with impervious surfaces and two small bioretention basins will capture and treat surface runoff at the site. The following mitigation measures or equivalent BMPs shall be implemented to address these issues:

GEO-2 *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.*

GEO-3 *All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Project is being constructed.*

With implementation of the above mitigation measures, implementation of the SWPPP and associated BMPs, any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – According to the San Bernardino County Land Use Plan General Plan Geologic Hazard Overlays (Figure VII-3), the Project is located within an area of moderate liquefaction susceptibility. The proposed development will involve the removal of the vegetation on site, as well as excavation for underground storage utilities, as well as for the stormwater management systems. As discussed under issue VII(a) above, liquefaction is a concern at the site, and is a concern throughout the southern portion of the City of San Bernardino. With the implementation of mitigation measure **GEO-1** above, prior to any construction a geotechnical study will be prepared and any design measures identified to increase seismic safety will be incorporated into project design. This will fulfill the requirement outlined in the City's General Plan, and will ensure that any impacts under this issue are less than significant. No further mitigation is required.
- d. *Less Than Significant With Mitigation Incorporated* – According to the United States Department of Agriculture Web Soil Survey, the Project's Area of Potential Effect (APE) is underlain by Tujunga gravelly loamy sand, 0 to 9 percent slopes (Appendix 4). This soil class consists of, according to the USDA Soil Series website, Tujunga series soils. The onsite native soil is somewhat excessively drained, has negligible to low runoff, and flooding is none to frequent.² As previously stated, liquefaction is a concern on the site, however, with mitigation measure **GEO-1** above, any impacts from implementing the proposed Project on this site will be mitigated through the implementation of design measures incorporated into structures to protect human safety. Furthermore, expansive soils are typically clay type soils, and given that no clay type soils exist at the project site, the development of the Project will not create a substantial risk to life or property by being placed on expansive soils because none exist on the site. With implementation of mitigation measure **GEO-1** above, impacts under this issue are considered less than significant. No further mitigation is required.
- e. *No Impact* – The Project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the Project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.
- f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during development of the Project is considered not likely based on the data gathered within the Cultural Resources Report provided as Appendix 3. No unique geologic features are known or suspected to occur on or beneath the site. However, because these resources are located beneath the surface and can only be discovered as a result of ground disturbance activities, the following measure shall be implemented:

² https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html

GEO-4 Should any paleontological resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

With incorporation of this contingency mitigation, the potential for adverse impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
VIII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following information utilized in this section was obtained from the technical study “Air Quality and GHG Impact Analysis, CNG Fueling Station Project, San Bernardino, California” prepared by Giroux & Associates dated November 1, 2021, and provided as Appendix 1 to this document.

a&b. Less Than Significant Impact –

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth’s atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual Project like the Project evaluated in this GHGA cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the Project may participate in the potential for GCC by its incremental contribution of greenhouse gasses combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., company owned) and indirect sources (i.e., not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

Thresholds of Significance

In response to the requirements of SB97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March, 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A Project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

Section 15064.4 of the Code specifies how significance of GHG emissions is to be evaluated. The process is broken down into quantification of Project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. At each of these steps, the new GHG guidelines afford the lead agency with substantial flexibility.

In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO₂e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, Project related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the Project level.

The project is assumed to require less than one year for construction. During project construction, the CalEEMod2020.4.0 computer model predicts that the construction activities will generate the annual CO₂e emissions identified in Table VIII-1.

**Table VIII-1
 CONSTRUCTION EMISSIONS (Metric Tons CO₂e)**

2022	436.7
2023	77.1
Total	513.8
Amortized	17.1

CalEEMod Output provided in appendix

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less-than-significant.

The input assumptions for operational GHG emissions calculations, and the GHG conversion from consumption to annual regional CO₂e emissions are summarized in the CalEEMod2020.4.0 output files found in the Appendix 1 of this report. Only GHG emissions associated with the running of a CNG station were analyzed. As discussed, GHG mobile emissions are assumed to be negative by virtue of being RNG sourced. With this, the total operational and annualized construction emissions for the proposed project are identified in Table VIII-2. The project GHG emissions are considered less-than-significant.

**Table VIII-2
 OPERATIONAL EMISSIONS (Metric Tons CO₂e)**

Consumption Source	
Area Sources	0.0
Energy Utilization	2.0
Mobile Source	na
Solid Waste Generation	1.1
Water Consumption	0.3
Construction	17.1
Total	20.5
Guideline Threshold	3,000

Consistency with GHG Plans, Programs and Policies

In March 2014, the San Bernardino Associated Governments and Participating San Bernardino County Cities Partnership (Partnership) created a final draft of the San Bernardino County Regional Greenhouse Gas Reduction Plan (Reduction Plan). This Reduction Plan was created in accordance to AB 32, which established a greenhouse gas limit for the state of California. The Reduction Plan seeks to create an inventory of GHG gases and develop jurisdiction-specific GHG reduction measures and baseline information that could be used by the 21 Partnership Cities of San Bernardino County, which include the City of San Bernardino.

Projects that demonstrate consistency with the strategies, actions, and emission reduction targets contained in the Reduction Plan would have a less than significant impact on climate change. The project will generate little GHG emissions as shown in Table VIII-2. The only reduction measures applicable to this project are presented below. Therefore, consistency with the Reduction Plan would result in a less than significant impact with respect to GHG emissions.

- Encourage water-efficient landscaping practices.
- Establish a goal that a certain percentage of all water used for non-potable sources (such as landscaping irrigation) be recycled wastewater.
- Exceed the waste diversion goal recommended by Assembly Bill 939 and CalGreen.

The major source of emission typically associated with most Projects are mobile source related. Because the fuel origin for this project is RNG it is automatically associated as being air quality positive. The Project, as shown in Table VIII-2, will account for a very low amount of area source, water, or waste GHG emissions. By providing a RNG fuel source for CNG based vehicles the project is considered to be GHG positive.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
IX. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard 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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

a&b. *Less Than Significant With Mitigation Incorporated* – During construction of proposed Project, hazardous or potentially hazardous materials will be routinely handled in small quantities on the project site. These construction hazardous materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment and vehicles; therefore, there is a potential for accidental release of petroleum products in sufficient quantity to pose a significant hazard to people or the environment. A permitted and licensed service provider will conduct the removal of such hazardous materials; any handling, transporting, use or disposal of hazardous materials would comply with all applicable federal, State, and local agencies and regulations.

Additionally, due to the potential on-site use and storage of hazardous and flammable materials during construction, the Project would also require an Emergency/Contingency Plan that would establish procedures to follow in the event of an emergency situation (such as a fire or hazardous spill). Oversight for this Plan is provided by the San Bernardino County Fire Department (SBCFD), Hazardous Materials Division, and would be reviewed annually and renewed every three years. However, in order to ensure that no accidental releases of hazardous or potentially hazardous materials occur during construction, the following mitigation measure will be incorporated into the SWPPP prepared for the Project and it can reduce such a hazard to a less than significant level.

HAZ-1 *All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development and implemented during construction.*

- c. *No Impact* – The proposed project site is not located within one quarter mile of a school. The nearest school is located about one mile north/northeast of the project site is a Charter School: the Norton Science and Language Academy to the west of the site, and the H. Frank Dominguez Elementary School to the northwest of the site, which is part of the San Bernardino Unified School District. Based on this information, implementation of the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No adverse impacts are anticipated. No additional mitigation is required.
- d. *Less Than Significant Impact* – This site is flat with remnants of an abandoned olive grove, with scattered weeds and other vegetation surrounding the abandoned olive trees. The Project will not be located on a site that is included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board’s GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST), there are no LUST or LUST cleanup sites within 2,500 feet of the project site (Figure IX-1). However, there are three remediated clean-up sites located within 2,500 feet of the project site (Figure IX-2 through IX-6). One of these sites is a LUST clean-up site, and the other two are Military clean-up sites, all of which have been remediated, and are therefore not anticipated to create a hazard that would impact construction or operation of the project site. Therefore, the proposed construction and operation of the site as the CNG Fueling Station will not create a significant hazard to the population or to the environment from their implementation. Impacts under this issue are considered less than Significant. No mitigation is required.
- e. *Less Than Significant Impact* – There nearest public airport is the San Bernardino International Airport, the boundary for which is directly adjacent to the project site to the east of Tippecanoe Avenue. No private airports are located within the vicinity of the Project. According to the City of San Bernardino General Plan San Bernardino International Airport Planning Boundaries map—provided as Figure IX-7—the project site is located within the designated planning boundary. The Project will not be constructed at a height greater than that which is allowed by the FAA and the Airport. According to the Airport Layout Plan Narrative Report for the San Bernardino International Airport “Chapter 19.12 of the City of San Bernardino Development Code establishes Airport Overlay Districts. The purpose of the Airport Overlay Districts is to protect the public health and safety in the area of the airport by minimizing exposure to crash hazards and high noise levels that may be generated by the operations of an airport and to encourage future compatible development for the continued operation of the airport.” The Applicant has met with the Airport operators and an agreement has been completed that will require the project to incorporate additional safety measures deemed adequate by the Airport to comply with Chapter 19.12 of the Development Code. Therefore, the Project will have a less than significant potential to cause or experience any adverse impact related to public or private airport operations. Impacts under this issue are considered less than significant based on implementation of the agreement between the Airport and Clean Energy. No mitigation is required.
- f. *Less Than Significant Impact* – The proposed Project will occur entirely within the boundaries of the project site, which is located to the west of the intersection of Tippecanoe Avenue and Central Avenue. Traffic along either street will have access to the site. It is not anticipated that development of the project site would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the site activities will be confined within the proposed project site. The proposed onsite parking and circulation plans will be reviewed by the local Fire Department and Police Department to ensure that the Project’s ingress/egress are adequate for

accommodating emergency vehicles. Finally, a construction traffic plan will be required to be submitted to the Fire Department prior to development in order to provide adequate emergency access during construction of the proposed Project. Therefore, there is no potential for the development of the Project to physically interfere with any adopted emergency response plans, or evacuation plans. No impacts are anticipated and no mitigation is required.

- g. *No Impact* – According to the Fire Hazard Areas map gathered from the Safety Element of the City's General Plan (Figure IX-8), the proposed Project site is not located in an area of concern for wildland fire hazards. Therefore, Project implementation would not result and a potential to expose people or structures to fire hazards. Potential Project-related impacts are less than significant; no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
X. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such 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:				
(i) result in substantial erosion or siltation onsite or offsite?	<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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

SUBSTANTIATION: Much of the following information is abstracted from the following technical report: “*Water Quality Management Plan for Clean Energy E. Central Avenue & Tippecanoe Avenue San Bernardino, CA*” prepared by Site Design Collaborative dated September 28, 2021. This document is provided as Appendix 5 to this document.

- a. *Less Than Significant With Mitigation Incorporated* – The proposed Project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The Project site would be supplied with water by San Bernardino Municipal Water Department that uses local and imported water to meet customer demand.

For a developed area such as will occur at the project site, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Because the project site will not host any permanent employees, Clean Energy does not propose to install restrooms or access to potable water. The site may host a portable toilet system, if required by the City. To address stormwater and accidental spills within this environment, any new project must ensure that site development implements a Storm Water Pollution Prevention Plan (SWPPP) and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water

pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that Project-related after development surface runoff meets discharge requirements over the short- and long-term. The WQMP in Appendix 5 specifies stormwater runoff permit Best Management Practices (BMPs) requirements for capturing, retaining, and treating on site stormwater once the Project has been developed. Because much of the project site consists of impervious surfaces, the Project has identified an onsite drainage system that will generally be directed to the perforated infiltration trench, pervious pavement, and other water quality control measures such as bioretention basins onsite that will be developed as part of the Project. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented from discharge, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as mitigation measure **HAZ-1** above, the development of Project will not cause a violation of any water quality standards or waste discharge requirements.

- b. *Less Than Significant Impact* –The Project does not propose the installation of any water wells that would directly extract groundwater and the change in pervious surfaces to impervious surfaces will be minimal because the site itself is not large at approximately 6.4-acres. The project site is located in the Bunker Hill Basin. According to the City General Plan, the San Bernardino Municipal Water Department (SBMWD) produces over 497 gallons per capita, per day with the average consumption reaching 330 gallons per capita per day. According to the City of San Bernardino General Plan, 9,198.9 acres are designated for commercial/industrial use within the City (commercial uses are listed for comparison purposes in the following discussion). The 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP) indicates that Commercial/Industrial uses demanded 6,083 acre-feet per year (AFY) of raw and potable water in 2015 in the SBMWD service area; a number which is anticipated to increase to 8,076 AFY by 2040. The proposed Project will encompass 6.4 acres, which represents 0.07% of the land designated for industrial use ($6.4 \text{ acres} \div 9.199 \text{ acres of land designated for industrial use} = 0.07\%$). However, the Clean Energy is assuming minimal potable water will be utilized on the project site. Based on these assumptions, the Project would effectively be using no groundwater. Construction and landscaping will be supplied water from local recycled water when possible. Thus, the CNG Fueling Station is not forecast to cause any new demand for new groundwater supplies. The potential impact under this proposed Project is considered less than significant with no mitigation measures.

- c. i. Result in substantial erosion or siltation onsite or offsite?

Less Than Significant Impact – The proposed Project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The onsite drainage system will capture the incremental increase in runoff from the project site associated with Project development. Refer to Appendix 5. Impervious coverage of the site as proposed is anticipated to be about 80% (landscaped area will be about 20% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site to two proposed bioretention basins. This system will be designed to capture the peak runoff that exceeds the 100-year runoff from the project site or otherwise be detained on site and discharged in conformance with City and County requirements. The downstream drainage system will not be altered and given the control of future surface runoff from the project site, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level.

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

Less Than Significant Impact – The proposed Project will alter the existing drainage onsite, but will maintain the existing offsite downstream drainage system through control of future discharges from the site, which would prevent flooding onsite or offsite from occurring. Refer to Appendix 5. Impervious coverage of the site as proposed is anticipated to be about 80% (landscaped area will be

about 20% of the site), and onsite surface flows will be collected and conveyed in a controlled manner through the project site through bioretention basins and other water quality control measures. This system will be designed to capture the peak flows in excess of 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with San Bernardino County requirements. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

- c. iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant With Mitigation Incorporated – As indicated above, the Project will not substantially create or contribute runoff water that would exceed the capacity of existing or planned stormwater capacity, or provide substantial additional sources of polluted water, particularly because the site plan includes bioretention basins, and other water quality control measures (such as landscape strips) that will collect on-site runoff. The Project will require the implementation of a SWPPP and WQMP, and implementation of mitigation measure **HAZ-1**, which will ensure that discharge of polluted material does not occur or is remediated in the event of an accidental spill. However, in most cases onsite surface flows will be collected and conveyed to the basins and other water quality control features. At present, the site is mostly pervious and runoff is either retained on site or is directed into adjacent public rights-of-way; thus, with the development of the site as proposed and through development of the planned drainage system management features, runoff from the site would be managed more efficiently than that which exists at present. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with implementation of mitigation.

- c. iv. Impede or redirect flood flows?

Less Than Significant Impact – According to the City of San Bernardino General Plan 100-Year Floodplain Map (Figure X-1), the proposed Project is not located in a 100-year or 500-year flood hazard area. Furthermore, development of this site is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak flows above the 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with San Bernardino City requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

- d. *Less Than Significant Impact* – Implementation of the Project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. According to the City of San Bernardino General Plan Seven Oaks Dam Inundation map (Figure X-2), the Project is within the limit of flooded area if the dam were to fail. The Seven Oaks Dam stores an average of about 10,000 acre-feet of water per year, and was designed to resist an earthquake measuring 8.0 on the Richter scale, with any point able to sustain a displacement of four feet without causing any overall structural damage (City GP pg. 10-10). An earthquake event of this magnitude is extremely unlikely. The Pacific Ocean is located more than 50 miles from the Pacific Ocean, which eliminates the potential for a tsunami to impact the Project area. Additionally, a seiche would not occur within the vicinity of the Project because no lakes or enclosed bodies of water exist near the site that could be impacted by such an event. It is anticipated that through compliance with the City's Municipal Code and implementation of the onsite drainage system, inundation hazards within the project site would be reduced to a level of less than significant. Therefore, the potential to expose people or structures to a significant risk of pollutants due to inundation would be minimal. No mitigation is required.

- e. *Less Than Significant Impact* – “In 2014, Governor Brown signed into law the Sustainable Groundwater Management Act, also known as SGMA. The Act took effect in 2015. It requires for the first time in state history that groundwater resources be sustainably managed by local agencies through the formation of Groundwater Sustainability Agencies (GSAs) in each basin that are deemed high-priority or medium-priority by the Department of Water Resources. In such basins, GSAs are required to develop and implement Groundwater Sustainability Plans.”³ According to the California Department of Water Resources Groundwater Sustainability Agency Formation Notification System⁴, the groundwater basin underlying the Project is not considered to be a basin that requires management under the Sustainable Groundwater Management Act. As such, the Project would not conflict with a sustainable groundwater management plan. Water consumption estimates indicate that the proposed Project’s water demand is considered to be minimal. By controlling water quality during construction and operations through implementation of both short (SWPPP) and long (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board’s water quality control plan has been identified.

³ <https://www.wmwd.com/461/Sustainable-Groundwater-Management-Act>

⁴ <https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XI. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *No Impact* – The project site is zoned for Light Industrial use and designated by the City’s General Plan as Industrial use. The surrounding uses immediately adjacent to the project site are zoned and designated the same as the project site. The end of the San Bernardino International Airport runway is located just east of the site, and is therefore designated for Public Quasi Public use. The use adjacent to the project site is a gas station and convenience store, and as uses in all other directions are light industrial or Airport. Thus, the proposed project would conform to the surrounding uses. The addition of the CNG Fueling Station at this location would be consistent with both the uses surrounding the Project and the surrounding land use designations and zoning classifications. Consequently, the development of the project site with the proposed use will not divide any established community in any manner. Therefore, no impacts under this issue are anticipated and no mitigation is necessary.

- b. *Less Than Significant Impact* – The project site is zoned for Light Industrial use and designated by the City’s General Plan for Industrial use. The project site is also located within the Airport District One Overlay (AD-1) which allows service stations with ancillary commercial uses only at the intersections of major and secondary arterials such as the existing Tippecanoe Avenue and Central Avenue intersection. Further, the Applicant and the Airport have entered into an agreement to provide additional protection for stored CNG. Therefore, the implementation of this Project at this site will be consistent with surrounding land uses. Based on this information, implementation of the CNG Fueling Station would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Impacts under this issue are considered less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XII. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION:

a&b. *No Impact* – The proposed CNG Fueling Station site is in an urbanized area surrounded by development within the City of San Bernardino. The site does not contain known mineral deposits, and according to the City’s General Plan Mineral Resource Zones map (Figure XII-1), the project site is located within an area mostly designated as “MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.” Given the past use of the site as an olive grove, no mining operations are known to have occurred historically at or in the vicinity of the project site. Furthermore, a large portion of the City of San Bernardino is designated as MRZ-2, including the entirety of the San Bernardino International Airport, which is obviously not used for any mining activities. The City has not included this site within its Industrial Extractive classification, and as such, it is not planned to be used for mining activities by the City. Therefore, the development of the Project will not cause any loss of mineral resource values to the region or to residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of San Bernardino General Plan. No impacts would occur under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIII. NOISE: Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a 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 checked="" type="checkbox"/>	<input 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"/>

SUBSTANTIATION

Noise is generally described as unwanted sound. The proposed CNG Fueling Station Project will be developed within a 6.4-acre. There will be a covered (canopy) fast fill CNG dispenser area and time fill dispensers at the onsite delivery vehicle parking spaces. The site has one access on Tippecanoe Avenue and another on East Central Avenue (main entry).

The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly.

Because community receptors are more sensitive to unwanted noise intrusion during more sensitive evening and nighttime hours, state law requires that an artificial dBA increment be added to quiet time noise levels. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

The project site is located near the end of San Bernardino International Airport runway, Central Avenue, and Tippecanoe Avenue, and is, therefore, located in a relatively high background noise environment. As of 2019, the project site is outside of the Airport's CNEL 65 noise contour (Figure XIII-1).⁵ However, it is

⁵ San Bernardino County, 2018; AEDT 2d; Adapted by ESA, 2018

anticipated that, based on the recent approval of the San Bernardino International Airport's Eastgate Building 1 Project, the noise contours will change significantly as Airport traffic increases related to the operation of the Eastgate Building 1 Project. As such, once constructed (by 2022), the project site will be located partially within the 65 CNEL noise contour (Figure XIII-2), and completely within the 65 CNEL noise contour and partially within the 70 CNEL noise contour by around 2024 (Figure XIII-3). As such, the noise environment at the project site is anticipated to increase by the time that the proposed Project is constructed and in operation.

- a. *Less Than Significant With Mitigation Incorporated* – The proposed Project is located in a developed area and is adjacent to a major roadway which experiences heavy traffic due to the large number of logistics centers and warehouses located along Tippecanoe Avenue, a major north-south roadway, and Central Avenue, an important east-west roadway. Short-term noise levels associated with Project construction activities will not impact any sensitive receptors, as the noise generated from the Airport and from adjacent traffic would dominate the noise environment at the nearest sensitive receptor. Though the Project is located in an industrial corridor, there are a few non-conforming uses located across the street from the project site to the south, and as such, there are sensitive receptors nearby that could experience an increased noise level as a result of the proposed Project.

Short-Term Noise

The City's Noise Ordinance (Municipal Code Chapter 8.54, Noise Control) controls hours of operation for multiple sources of excessive noise. Excessive noise is not permitted between the hours of 8:00 PM and 8:00 AM in residential zones, and between 8:00 PM and 7:00 AM in all other zones. However, the City does not have a significance threshold for CEQA to assess noise impacts during construction, and construction noise is a short-term temporary event that occurs mostly during daytime hours (such as 8:00 AM to 5:00 PM). Construction noise is considered a common necessity for new development. Therefore, through compliance with the City's noise standards, short-term construction impacts would not expose persons to or generate noise in excess of standards established by the City or by any other applicable agencies. Therefore, short-term construction impacts would be considered less than significant. The Project will comply with the City Municipal Code, as construction will occur only within the hours considered allowable by the City. Construction equipment generates noise that ranges between approximately 75 and 90 dBA at a distance of 50 feet. Refer to Table XIII-1 below, which shows construction equipment noise levels at 25, 50 and 100 feet from the noise source. The nearest residence's property line to the project site is located about 100 feet from the Project's property line. The short-term noise impacts associated with Project construction activities are forecast to be less than significant through compliance with the City Municipal Code—as addressed above—and by implementing the following measures. As construction activities may be a nuisance to nearby residents, the following mitigation shall be implemented:

- NOI-1** *The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.*
- NOI-2** *Equipment not in use for five minutes shall be shut off.*
- NOI-3** *Equipment shall be maintained and operated such that loads are secured from rattling or banging.*
- NOI-4** *Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.*
- NOI-5** *Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.*

NOI-6 *No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.*

NOI-7 *Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the Project. The public notice shall encourage the adjacent residents to contact the construction supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint. A log of complaints shall be maintained at the project site.*

Thus, based on the existing noise circumstances within the vicinity of the Project (i.e., from the Airport and from existing traffic along Tippecanoe and Central Avenues), short-term noise impacts are considered less than significant with the implementation of the mitigation measures above.

Long-Term Noise

The long term or permanent change in noise consists of the additional trips associated with full operation of the CNG Fueling Station. Due to the high background noise as a result of the proximity of the Airport and due to the large volume of traffic noise generated at Tippecanoe Avenue directly to the east of the project site, the additional trips generated (1,597 per day) to the site each day would not cause a significant change in the existing noise on the project site. Furthermore, there are between approximately 27,500 and 25,500 trips per day along Tippecanoe just east of the Project, and between approximately 8,600 and 17,700 trips per day along Central south of the Project, which indicates that the project site is located in a high existing background traffic noise environment. Once the Project is in operation, the Project will not require deliveries of material to the site. Truck access to the project site will be via both Central and Tippecanoe Avenues. The USTs for fuel on the western portion of the site, within about 150 feet of the nearest residences. Aside from trips to the site and from the site, primarily in the mornings and evening, the site should generate limited traffic.

However, with the background noise from the Airport, which, as previously stated, is anticipated to increase substantially between now and the time that the proposed Project will be in operation, and the short-term, single event nature of the aforementioned activities, operational noise is not expected to violate the City Municipal Code noise standards (such as standards 8.54.050[B] and [G]), but will cause minimal temporary increases in noise levels. The Project will be required to comply with the Noise Control standards outlined in the City Municipal Code which prohibits the timing of noisy events in the evening. Thus, with no long-term substantial increases in ambient noise levels, impacts under this issue are considered less than significant. No mitigation is required.

- b. *Less Than Significant With Mitigation Incorporated* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises. Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The FTA Assessment states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people

outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The Federal Transit Association (FTA) guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential Project related vibration impacts.

In the short term, the excavation activities required to install the onsite distribution pipelines have a potential to create some vibration to the nearest sensitive receptors at some sites within the Project footprint. However, these impacts can be mitigated through implementing the following mitigation measure:

NOI-8 During future construction activities with heavy equipment within 300 feet of occupied residences, vibration field tests should be conducted at the nearest occupied residences. To the extent feasible, if vibrations exceed 72 VdB, the construction activities shall be revised to reduce vibration below this threshold.

The proposed Project would be constructed with smooth pavement throughout the Project and would not result in significant groundborne noise or vibration impacts from average daily vehicular traffic. Thus, with the implementation of the above mitigation measure, any impacts under this issue are considered less than significant.

- c. *Less Than Significant Impact* – There nearest public airport is the San Bernardino International Airport, the boundary for which is directly adjacent to the project site to the east. No private airports are located within the vicinity of the Project. According to the City of San Bernardino General Plan San Bernardino International Airport Planning Boundaries map—provided as Figure IX-7—the project site is located within the designated planning boundary. As stated in the preliminary discussion at the beginning of the Section, it is anticipated that, once the Eastgate Building 1 Project is constructed (in 2019, or by 2020), the project site will be located partially within the 65 CNEL noise contour (Figure XIII-2), and completely within the 65 CNEL noise contour and partially within the 70 CNEL noise contour by around 2024 (Figure XIII-3). The traffic noise along Tippecanoe Avenue is at a level similar to that which is generated by the Airport. The Project's industrial use is considered normally acceptable with exterior noise levels between 65 to 70 dBA. As such, since permanent employees will not occupy the site, though the Project is located within a high background noise environment from the nearby Airport and adjacent traffic noise, the noise levels at the project site would not exceed acceptable noise levels enforced by the City of San Bernardino; therefore, the Project would have a less than significant potential to expose people in the Project work area to excessive noise levels.

**Table XIII-1
 NOISE LEVELS OF CONSTRUCTION EQUIPMENT AT
 25, 50 AND 100 FEET (in dBA LEQ) FROM THE SOURCE**

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
Earthmoving			
Front Loader	85	79	73
Backhoes	86	80	74
Dozers	86	80	74
Tractors	86	80	74
Scrapers	91	85	79
Trucks	91	85	79
Material Handling			
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Derrick	94	88	82
Stationary Sources			
Pumps	82	79	70
Generator	84	78	72
Compressors	87	81	75
Other			
Saws	84	78	72
Vibrators	82	76	70

Source: U.S. Environmental Protection Agency "Noise"

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XIV. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

SUBSTANTIATION

- a. *No Impact* – According to the SCAG’s profile for the City of San Bernardino (May 2019), the City had a population of 221,130 in 2018.⁶ The type of use planned for the project site is not of a type that would induce substantial population growth in the area. No housing is proposed as part of the Project. Relative to the total number residents of San Bernardino—approximately 221,130 persons—after construction there is unlikely to be any increase in the City’s population. There would be no change in the work force within the City. The proposed Project is not anticipated to contribute to substantial growth in the area beyond that which has been planned by the City. Thus, based on the type of Project and no increment of potential indirect population growth, the Project implementation has no potential to induce substantial population growth that exceeds either local or regional projections.

- b. *No Impact* – No occupied residences are located on the project site; therefore, implementation of the proposed Project will not displace substantial numbers of existing housing or persons, necessitating the construction of replacement housing elsewhere. No impacts will occur; therefore, no mitigation is required.

⁶ <https://www.scag.ca.gov/Documents/SanBernardino.pdf>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- a. *Less Than Significant Impact* – The San Bernardino County Fire Department (SBCFD) provides fire protection services to the City. The nearest fire station is Station 221 at 200 E 3rd St, San Bernardino, CA 92410, which is approximately 1 mile northwest of the project site. According to the San Bernardino County Fire Annual Report July 2017-June 2018, SBCFD will increase availability of fire protection services in the City by ensuring quicker response times during times with high call volumes from nearby county fire stations.⁷ The proposed Project would include the installation of fire hydrants to assist in combating potential fire hazards should they arise. As previously stated, due to the potential on-site use and storage of hazardous and flammable materials (CNG), the Project would also require an Emergency/Contingency Plan that would establish procedures to follow in the event of an emergency situation (such as a fire or hazardous release to the atmosphere). Oversight for this Plan is provided by the County of San Bernardino Fire Department, Hazardous Materials Division, and would be reviewed annually and renewed every three years. Implementation of necessary maintenance, training and emergency preparation provided by the Emergency/Contingency Plan, would ensure that the Proposed Project would have a less than significant impact on fire protection services. Therefore, impacts under this issue are considered less than significant. No mitigation is necessary.
- b. *Less Than Significant Impact* – The proposed project site is in an urbanized area with substantial lighting and substantial traffic flow in the vicinity of the project site, due to the fact that Tippecanoe Avenue is well traveled. The San Bernardino Police Department would provide police protection services to the Project via their headquarters at 710 North “D” Street and standard patrol routes through the project area. Development of the site, which is mostly vacant and contains an abandoned olive grove, would introduce one new structure and customers to the project site. This would result in an incremental increase in demand for law enforcement services, but is not anticipated to require or result in the construction of new or physically altered law enforcement facilities. Prior to the issuance of building permits, the Applicant is required to comply with the provisions of the City of San Bernardino’s Development Impact Fee Ordinance (City Municipal Code, Chapter 3.27), which requires a fee payment that the City applies to the funding of public facilities, including law enforcement facilities, vehicles, and equipment. Additionally, the Project is not expected to result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of the

⁷ <https://www.sbcfire.org/Portals/58/Documents/About/2017-18AnnualReport.pdf>

Project. Therefore, impacts to police protection resources from implementation of the proposed Project are considered less than significant; no mitigation measures are required.

- c. *Less Than Significant Impact* – The proposed Project is located within the area served by San Bernardino City Unified School District (SBCUSD). The nearest school is located about one mile north/northwest of the project site is H. Frank Dominguez Elementary School at 135 South Allen Street, San Bernardino, CA 92408. As addressed above under issue Population and Housing, XV(a) above, the proposed Project does not include any land uses that would substantially induce population growth, and will not require a substantial temporary or permanent labor force. Additionally, the payment of school fees is mandated and the State has determined that payment of these fees is deemed sufficient to offset any potential impacts from the Project. Thus, the proposed Project will not generate any increase in elementary, middle, or high school population. Therefore, any impacts under this issue are considered less than significant. No mitigation is required.
- d. *Less Than Significant Impact* – As stated in the preceding sections, the proposed Project is not anticipated to create any increase in population through providing employment opportunities at the proposed project site. According to the City of San Bernardino General Plan, Chapter 8, Parks, Recreation, and Trails, “the City uses State Quimby Act and its Development Code for fees and land dedications as well as the Capital Improvement Program to establish standards and schedules for acquisition and development of new park or rehabilitation of existing parks and recreation facilities” (City GP pg. 8-3). The proposed Project will be required to pay all applicable Quimby Act and Development Code fees once the Project has been implemented. Therefore, with no potential to substantially increase the City’s population, the Project’s contribution to park and recreation facilities within the City would result in a less than significant impact under this issue. No mitigation is required.
- e. *Less Than Significant Impact* – Other public facilities include library and general municipal services. Since the Project will not directly induce any population growth, it is not forecast that the use of such facilities will substantially increase as a result of the proposed Project. According to the City General Plan Public Facilities and Services section, the City requires new commercial and industrial development to contribute in-lieu fees for public art improvements. Therefore, the Project will be required to contribute these in-lieu fees and these fees are considered sufficient to offset any impacts to other public facilities as a result of implementing the Project. Thus, any impacts under this issue are considered less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- a. *No Impact* – As addressed in the discussion under XIV and XV(d) above, the proposed Project does not include a use that would substantially induce population growth, and will not require a substantial short- or long-term labor force for either construction or operations of the proposed Project. Thus, the proposed Project will not generate a substantial increase in residents of the City who would increase the use of existing recreational facilities. Additionally, the proposed Project will be developed on land that is designated by the City’s General Plan for Industrial use, and is not listed in any planning documents as desirable land for future park development. Therefore, the proposed Project would have a less than significant potential to physically deteriorate park or recreational facilities through increased use. No mitigation is required.

- b. *No Impact* – The proposed Project consists of a CNG Fueling Station. The Project will not include any recreational facilities, nor will it require the construction of new recreational facilities or expansion of new recreational facilities because the proposed Project is not anticipated to induce any population growth. The use of the site as for the intended purpose is not forecast to require a substantial short- or long-term labor force. As a result, no recreational facilities—existing or new—are required to serve the Project; thus, no impacts are anticipated under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVII. 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"/>

SUBSTANTIATION: The following section is based on the Traffic Impact Analysis (TIA) prepared by Linscott Law & Greenspan Engineers and titled “*Traffic Impact Analysis Report CNG Fueling Station Project San Bernardino, California*” dated September 29, 2021. The TIA is provided as Appendix 6.

Background: Executive Summary

The following analysis of the projects trip generation is drawn from the Executive Summary of the TIA. Please refer to Appendix 6 for the detailed information supporting the summary provided below.

Project Description

The proposed project is generally located on the northwest corner of Tippecanoe Avenue at Central Avenue in the City of San Bernardino, California. The project site is currently vacant and the project envisions two phases of development. Phase I will consist of two (2) fast-fill CNG dispensers, the support systems and equipment, the canopy and 153 time fill posts for trucks and 151 parking spaces for passenger vehicles. Phase 2 will consist of two additional fast-fill CNG dispensers, 62 additional time fill posts for trucks and 89 additional regular parking spaces. As part of Phase 2, 25 passenger vehicle spaces that are part of Phase 1 will be converted to 18 time fill posts for trucks. Final development will consist of four fast-fill CNG dispensers, 215 time fill posts for trucks and 215 parking spaces for passenger vehicles. The project is anticipated to be completed by the Year 2023. Access to the project will be provided via one (1) right-turn only unsignalized driveway located along Tippecanoe Avenue (Project Driveway No. 1), one (1) full-egress only unsignalized driveway located along Central Avenue (Project Driveway No.2) and one (1) full-ingress only unsignalized driveway located along Central Avenue (Project Driveway No. 3).

The proposed project, inclusive of both the fast fill dispensers and time fill posts, is forecast to generate 1,597 passenger car equivalent (PCE) daily trips, with 139 PCE trips (59 inbound and 80 outbound) produced during the AM peak hour and 178 PCE trips (103 inbound, 75 outbound) produced in the PM peak hour on a “typical” weekday.

Study Area

Five key intersections were selected for evaluation based on discussions with City of San Bernardino Public Works Department staff. The intersections listed below provide local access to the study area and define the extent of the boundaries for this traffic impact investigation. The jurisdiction where each key study intersection is located is also identified.

1. Tippecanoe Avenue at Mill Street (San Bernardino)
2. Tippecanoe Avenue at Central Avenue (San Bernardino)
3. Tippecanoe Avenue at Orange Show Road (San Bernardino)
4. Tippecanoe Avenue at Harriman Place/I-10 West Bound Ramps (San Bernardino/Caltrans)

5. Tippecanoe Avenue/Anderson Street at I-10 East Bound Ramps (Loma Linda/Caltrans)

Cumulative Projects Description

A total of twenty-one cumulative projects are forecast to generate 42,028 daily trips (one half arriving, one half departing), with 4,259 trips (2,406 inbound and 1,853 outbound) forecast during the AM peak hour and 3,200 trips (1,441 inbound and 1,759 outbound) forecast during the PM peak hour on a “typical” weekday.

Traffic Impact Analysis

Existing Traffic Conditions

For existing traffic conditions, all five key study intersections currently operate at acceptable Level of Service (LOS) C or better during the AM and PM peak hours when compared to the LOS thresholds defined in Appendix 6.

Existing with Project Traffic Conditions

The proposed project will not significantly impact the five key study intersections when compared to the LOS standards and significant impact criteria specified in Appendix 6. The five key study intersections currently operate and are forecast to continue to operate at an acceptable LOS during the AM and PM peak hours with the addition of project generated traffic to existing traffic.

Year 2023 With Project Traffic Conditions

The proposed project will not significantly impact the five key study intersections when compared to the LOS standards and significant impact criteria specified in this report. The five key study intersections are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of project generated traffic in the horizon year, Year 2023.

Site Access and Internal Circulation Evaluation

The three project driveways are forecast to operate at acceptable LOS C or better during the AM and PM peak hours for the Year 2023 with Project traffic conditions. As such, project access will be adequate. Motorists entering and existing the project site will be able to do so comfortably, safely, and without congestion.

Th on-site circulation layout of the proposed project on an overall basis is adequate. Curb return radii have been confirmed and are general adequate for small service/deliver (FedEx, UPS) trucks and large trucks (tractors).

Caltrans Facilities Analysis

The two state-controlled study intersections are forecast to operate at an acceptable LOS D or better during the AM peak hour and PM peak hour without and with the proposed project for all analyzed traffic conditions.

Recommended Improvements

Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions LOS analyses indicate that the proposed project will not significantly impact any of the five key study intersections. All five key study intersections are forecast to operate at acceptable LOS under Existing With Project conditions. Thus, no improvement measures are recommended.

Year 2023 With Project Traffic Conditions

The results of the Year 2023 With Project traffic conditions LOS analyses indicate that the proposed project will not significantly impact any of the five key study intersections. All five key study intersections are forecast to operate at acceptable LOS under Year 2023 With Project conditions. Thus, no improvement measures are recommended.

Impact Findings

- a. *Less Than Significant Impact* – Based on the detailed traffic analysis in Appendix 6, the proposed project will not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. The proposed project will install sidewalks to support pedestrian traffic. The proposed project shifts fuel consumption to CNG that has a negative GHG footprint, and therefore, supports State goals to minimize GHG emissions related to transportation. A less than significant impact is forecast under this issue.
- b. *Less Than Significant Impact* – The TIA includes an evaluation of VMT for the proposed project. For the VMT screening analysis, Project Screening – Step 3: project type screening was applied to the proposed project. Project Screening – Step 3: Project Type Screening states that for local serving retail uses (including gas stations) less than 50,000 square feet (sf), a less than significant determination can be presumed. Local serving retail (including gas stations) generally improves the convenience of shopping close to home and has the effect of reducing vehicular travel. The proposed project will consist of CNG time fill posts for 215 trucks and parking for 215 passenger vehicles, as well as four fast fill CNG dispenser fueling positions. Therefore, based on the aforementioned criteria, this project can be screened from the VMT analysis, and can be presumed to have a less than significant impact on VMT in accordance with the City’s guidelines. Refer to Appendix 6 for a more detailed discussion of this issue.
- c. *Less Than Significant Impact* – The proposed Project is located along Central Avenue and Tippecanoe Avenue. Roadway improvements necessary to provide site access and on-site circulation are assumed to be constructed in conjunction with site development and are described below. These improvements are required to be in place prior to occupancy. Figure XVII-1 illustrates the site-adjacent roadway improvement recommendations and the on-site and site adjacent recommended roadway lane improvements for each of the applicable Project driveways. The recommended site-adjacent roadway improvements for the Project are not considered substantial and will not result in a significant increase in roadway hazards adjacent to the project site during installation. No mitigation is required.
- d. *Less Than Significant Impact* – Please refer to the discussion of site access provided under issue XVII(c) above, and refer to Figure XVII-1, which depicts site adjacent roadway and site access improvements. Site access will be provided along Tippecanoe Avenue and Central Avenue. The proposed Project will involve a small amount of construction within adjacent roadways to the project site. Access to the site must comply with the design referenced above, and additionally, access to the site must comply with all City design standards, and would be reviewed by the City to ensure that inadequate design features or incompatible uses do not occur. Additionally, the proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City, as well as the police and fire departments, during construction. Thus, because of the minimal adverse impact on local circulation there is a less than significant potential to impact emergency access during construction or operation. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XVIII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: 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 21083.3.2.) 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. Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

A Tribal Resource is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “non-unique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

a&b. *Less Than Significant With Mitigation Incorporated* – The project site is located within the area of cultural significance for the Gabrieleño Band of Mission Indians – Kizh Nation, San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians. As stated in the Project Description, the City sent letters to the Gabrieleño Band of Mission Indians – Kizh Nation, San Manuel Band of Mission Indians, and the Soboba Band of Luiseño Indians pursuant to AB-52. The City received a response from the San Manuel Band of Mission Indians requesting the following mitigation measures in addition to mitigation measures **CUL-2** through **CUL-4** identified under Section VI, Cultural Resources above:

TCR-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

Additionally, the City received a response from the Gabrieleño Band of Mission Indians – Kizh Nation, in which they requested to meet on the Project, which resulted in the Kizh Nation deferring to the San Manuel Band of Mission Indians based on the location of the project. AB 52 concluded on January 9th with no further responses from any of the three tribes. As such, with implementation of mitigation measures **CUL-1** through **CUL-4**, and the mitigation measures identified above, the project is not anticipated to cause a change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape, or object with 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. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 stormwater 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 type="checkbox"/>	<input checked="" 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"/>

SUBSTANTIATION

a. Water

Less Than Significant Impact – Water will be provided by the San Bernardino Municipal Water Department (SBMWD or Department). The Project is located in an area that is currently served by water transmission lines, and as such, the proposed Project will be served by an existing water transmission lines located within the roadways adjacent to the project site. It is not anticipated that the relocation or construction of new or expanded water transmission pipelines would be required to serve the proposed Project. The Project would be supplied with water by SBMWD that mostly uses groundwater from the Bunker Hill Basin to meet customer demand. As previously stated under issue X, Hydrology and Water Quality, the Department's Urban Water Management Plan (UWMP, 2015) identifies sufficient water resources to meet demand in its service area. The Project will operate under the guidelines outlined in the Regional UWMP and within SBMWD's capacity, and the estimated water demand will represent only a nominal percentage of the surplus that currently exists in the water supply system. The anticipated water supply within SBMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that the Department has available capacity to serve the proposed Project. Therefore, development of the San Bernardino CNG Fueling Station Project would not result in a significant environmental effect related to the relocation or construction of new or expanded water facilities. Impacts are less than significant.

Wastewater

No Impact – Wastewater collection is provided by San Bernardino Municipal Water Department's (SBMWD) Water Reclamation Plant (WRP). The proposed Project does not intend to install restrooms at the project site at this time. Therefore, the proposed project will not consume any wastewater collection or treatment capacity. Thus, there would be no anticipated relocation or construction of new or expanded wastewater transmission facilities.

Stormwater

Less Than Significant Impact – The stormwater runoff, will be managed in accordance with the WQMP as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. The onsite drainage system will capture the incremental increase in runoff from the project site associated with Project development. Impervious coverage of the site as proposed is anticipated to be about 80% (landscaped area will be about 20% of the site), and onsite surface flows will be collected and conveyed in a controlled manner to the adjacent drainage system. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with City and San Bernardino County requirements. Therefore, surface water will be adequately managed on site and as such, development of the Project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

Electric Power

Less Than Significant Impact – Southern California Edison (SCE) will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. There are existing electrical power lines that traverse the property, to which the Project will be connected. No construction or relocation of electric facilities will be required to serve the Project. Therefore, development of the Project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

Natural Gas

Less Than Significant Impact – Natural gas will be supplied by Southern California Gas (SCG). The applicant will acquire credits for biogas to offset consumption of natural gas provided by SCG. The site will connect to the existing natural gas line that traverses adjacent to the property, in which the Project will be connected to serve both the fast fill and time fill CNG systems. No construction or relocation of natural gas facilities will be required to serve the Project, other than extension of natural gas lines onto the property. Therefore, development of the Project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. Impacts are less than significant.

Telecommunications

Less Than Significant Impact – Development of the CNG Fueling Station Project may require connection to telecommunication services, including wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Therefore, development of the Project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

- b. *Less Than Significant Impact* - Please refer to the discussion under Hydrology, Section X(b) above. The available future water supply within SBMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that the SBMWD has available capacity to serve the proposed Project. As such, given that the 2015 San Bernardino Valley Regional Urban Water Management Plan (UWMP)⁸ indicates that the Water Department anticipates ample water supply will be available to serve the Project's minimal daily demand, it is anticipated that the Project will have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts under this issue are considered less than significant.
- c. *No Impact* – The project does not propose to install wastewater infrastructure within the site to serve the project site. Thus, the proposed project can have no adverse impact on this infrastructure system.
- d&e. *Less Than Significant Impact* – The proposed Project will generate a very limited demand for solid waste service system capacity and has no potential to contribute to potentially significant cumulative

⁸ <http://www.sbcity.org/civicax/filebank/blobdload.aspx?BlobID=20386>

demand impacts on the solid waste system. It is assumed that one five-yard trash bin may be filled each week. This equates to about 260 yards of solid waste per year. Assuming 1.3 tons of waste per cubic yard of trash, this represents a total of about 169 tons of trash, assuming a 50% diversion of the waste under AB 939. With the City's mandatory source reduction and recycling program, the proposed Project is not forecast to cause a significant adverse impact to the waste disposal system.

The City of San Bernardino General Plan identifies landfills that serve the planning area. The San Timoteo Sanitary Landfill and Mid-Valley Sanitary Landfill serve the Project area. The San Timoteo Sanitary Landfill has a maximum permitted daily capacity of 2,000 tons per day, with a permitted capacity of 20,400,000 cubic yards (CY), with 11,402,000 CY of capacity remaining. The Mid-Valley Sanitary Landfill has a maximum permitted daily capacity of 7,500 tons per day, with a permitted capacity of 101,300,000 CY, with 67,520,000 CY of capacity remaining. According to Jurisdiction Landfill Tonnage Reports from the City of San Bernardino, 183,077 total tons of solid waste was hauled to area landfills in 2017.⁹ Therefore, the proposed Project would consist of about 0.049% of solid waste generation within the City of San Bernardino. The City of San Bernardino contracts with Burrtec Waste and Recycling Services to provide regular trash, recycling, and green waste pickup. It is not anticipated that the Project will generate a significant amount of construction waste, as the Project aims to use any excavated material on site, with import of 5,000 cubic yards of material to support site cut and fill. Therefore, the Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes, and be served by a landfill(s) with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. No further mitigation is necessary.

⁹ <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports/DisposalTonnageTrend>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

a-d. *No Impact* – The proposed project is not located in or near state responsibility areas or lands classified as very high fire hazard severity zone, therefore the proposed project can contribute no adverse impacts to any wildfire issues. As stated in previous sections, according to the City of San Bernardino Hazard Map for the Project area, the proposed Project is not located within the fire safety severity zone (Figure IX-8) of the General Plan. Furthermore, according to CAL FIRE, the proposed Project is not located within a Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) or in a State Responsibility Area (SRA), which is illustrated on Figures XX-1 and XX-2. The proposed Project area is located in an urban area removed from the high fire hazard areas that are located adjacent to the San Bernardino Mountains to the north. As such, no impacts under these issues are anticipated.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

The analysis in this Initial Study and the findings reached indicate that the proposed project can be implemented without causing any new project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control some potential environmental impacts of the proposed project to a less than significant impact level. The following findings are based on the detailed analysis of the Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

- a. *Less Than Significant With Mitigation Incorporated* – The project has no potential to cause a significant impact any biological or cultural resources. The project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. The project requires mitigation to prevent significant impacts from occurring as a result of its implementation. Based on the historic disturbance of the site, and its current condition, the potential for impacting cultural resources is low. The Cultural Resources Report determined that no cultural resources of importance were found at the project site, so it is not anticipated that any resources could be affected by the project because no cultural resources exist. However, because it is not known what could be unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any buried resources are accidentally exposed, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.
- b. *Less Than Significant With Mitigation Incorporated* – The project has 14 potential impact categories that are individually limited, but may be cumulatively considerable. These are: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Public Services, Transportation, Tribal Cultural Resources, Utilities & Service Systems, and wildfire. The project is not considered growth-inducing, as defined by *State CEQA Guidelines* (<http://ceres.ca.gov/ceqa/guidelines/>). Most of these issues require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure

that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed project have been determined to be less than considerable and thus, less than significant impacts.

- c. *Less Than Significant With Mitigation Incorporated* – The proposed project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Air Quality, Geology and Soils, Hazards & Hazardous Materials, Hydrology and Water Quality, Noise require the implementation of mitigation measures to reduce potential direct human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed project have been determined to be less than significant.

Conclusion

This document evaluated all CEQA issues contained in the latest Initial Study Environmental Checklist Form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Agriculture and Forestry Resources, Energy, Greenhouse Gases, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, and Wildfire. The issues of Aesthetics, Air Quality, Biological Resources, Cultural Resources, Geology & Soils, Hazards & Hazardous Materials, Hydrology & Water Quality, Noise, Transportation, Tribal Cultural Resources, Utilities & Service Systems, require the implementation of mitigation measures to reduce project-specific and cumulative impacts to a less than significant level. The required mitigation has been proposed in this Initial Study and will be implemented to reduce impacts for these issues to a less than significant impact level.

Based on the evidence and findings in this Initial Study, the City of San Bernardino proposes to adopt a Mitigated Negative Declaration for the San Bernardino CNG Fueling Station Project. A Notice of Intent to Adopt a Mitigation Negative Declaration (NOI) will be issued for this Project by the City. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City for possible adoption at a future meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this Project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

SUMMARY OF MITIGATION MEASURES

Aesthetics

AES-1 The Applicant shall obtain a tree removal permit from the San Bernardino Community Development Department should development of the project site require the removal of 5 or more trees. Construction shall not commence until this permit is obtained from the City and the tree permit conditions implemented by the site developer.

Air Quality

AIR-1 Fugitive Dust Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Apply soil stabilizers or moisten inactive areas.
- Water exposed surfaces as needed to avoid visible dust leaving the construction site (typically 2-3 times/day).
- Cover all stock piles with tarps at the end of each day or as needed.
- Provide water spray during loading and unloading of earthen materials.
- Minimize in-out traffic from construction zone.
- Cover all trucks hauling dirt, sand, or loose material and require all trucks to maintain at least two feet of freeboard.
- Sweep streets daily if visible soil material is carried out from the construction site.

AIR-2 Exhaust Emissions Control. The following measures shall be incorporated into Project plans and specifications for implementation:

- Utilize well-tuned off-road construction equipment.
- Establish a preference for contractors using Tier 3 or better heavy equipment.
- Enforce 5-minute idling limits for both on-road trucks and off-road equipment.

Biological Resources

BIO-1 Burrowing Owl. Preconstruction presence/absence surveys for burrowing owl shall be conducted within 30 days prior to any onsite ground disturbing activity. The burrowing owl survey shall be conducted pursuant to the recommendations and guidelines established by the California Department of Fish and Wildlife. In the event this species is not identified within the Project limits, no further mitigation is required. If during the preconstruction survey, the burrowing owl is found to occupy the site, Mitigation Measure BIO-2 shall be required.

BIO-2 If burrowing owls are identified during the survey period, the City shall require the Project applicant to take the following actions to offset impacts prior to ground disturbance:

Active nests within the areas scheduled for disturbance or degradation shall be avoided from February 1 through August 31, and a minimum of 250-foot buffer shall be provided until fledging has occurred. Following fledging, owls may be passively relocated by a qualified biologist.

If impacts on occupied burrows in the non-nesting period are unavoidable, onsite passive relocation techniques may be used if approved by the CDFW to encourage owls to move to alternative burrows outside of the impact area.

If relocation of the owls is approved for the site by the CDFW, the City shall require the developer to hire a qualified biologist to prepare a plan for relocating the owls to a suitable site. The relocation plan must include all of the following:

- The location of the nest and owls proposed for relocation.
- The location of the proposed relocation site.
- The number of owls involved and the time of year when the relocation is proposed to take place.
- The name and credentials of the biologist who will be retained to supervise the relocation.
- The proposed method of capture and transport for the owls to the new site.
- A description of site preparation at the relocation site (e.g., enhancement of existing burrows, creation of artificial burrows, one-time or long-term vegetation control).

BIO-3 The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the the State identified nesting season (Raptor nesting season is February 15 through July 31; and migratory bird nesting season is March 15 through September 1). Alternatively, the site shall be evaluated by a qualified biologist prior to the initiation of ground disturbance to determine the presence or absence of nesting birds. Active bird nests **MUST** be avoided during the nesting season. If an active nest is located in the Project construction area it will be flagged and a 300-foot avoidance buffer placed around it. No activity shall occur within the 300-foot buffer until the young have fledged the nest.

Cultural Resources

CUL-1 Should any cultural resources be encountered during construction of these facilities, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection shall be performed immediately by a qualified archaeologist. Responsibility for making this determination shall be with the City’s onsite inspector. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.

CUL-2 In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-3 If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-4 If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

Geology and Soils

GEO-1 Prior to initiating grading, the site developer shall provide a geotechnical evaluation of the potential liquefaction hazards at the site and, if a hazard exists at the proposed Project location, the evaluation shall define design measures that will ensure the safety of any new structures in protecting human life in the event of a regional earthquake affecting the site. The developer shall implement any design measures required for onsite structures to protect human safety.

- GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sand bags shall be used to capture and hold eroded material on the Project site for future cleanup.
- GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the site within which the Project is being constructed.

Hazards and Hazardous Materials

- HAZ-1 All spills or leakage of petroleum products during construction activities will be remediated in compliance with applicable state and local regulations regarding cleanup and disposal of the contaminant released. The contaminated waste will be collected and disposed of at an appropriately licensed disposal or treatment facility. This measure will be incorporated into the SWPPP prepared for the Project development and implemented during construction.

Noise

- NOI-1 The City will require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.
- NOI-2 Equipment not in use for five minutes shall be shut off.
- NOI-3 Equipment shall be maintained and operated such that loads are secured from rattling or banging.
- NOI-4 Where available, electric-powered equipment shall be used rather than diesel equipment and hydraulic-powered equipment shall be used instead of pneumatic power.
- NOI-5 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.
- NOI-6 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.
- NOI-7 Public notice shall be given prior to initiating construction. This notice shall be provided to all property owners/residents within 300 feet of the project site and shall be provided to property owners/residents at least one week prior to initiating construction. The notice shall identify the dates of construction and the name and phone number of a construction supervisor (contact person) in case of complaints. One contact person shall be assigned to the Project. The public notice shall encourage the adjacent residents to contact the construction supervisor in the case of a complaint. Resident's will be informed if there is a change in the construction schedule. The supervisor shall be available 24/7 throughout construction by mobile phone. If a complaint is received, the contact person shall take all feasible steps to remove the sound source causing the complaint. A log of complaints shall be maintained at the project site.
- NOI-8 During future construction activities with heavy equipment within 300 feet of occupied residences, vibration field tests should be conducted at the nearest occupied residences. To the extent feasible, if vibrations exceed 72 VdB, the construction activities shall be revised to reduce vibration below this threshold.

Tribal Cultural Resources

- TCR-1 The San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed in CR-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.
- TCR-2 Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to SMBMI. The Lead Agency and/or applicant shall, in good faith, consult with SMBMI throughout the life of the project.

REFERENCES

CRM TECH, "Historical/Archaeological Resources Survey Report: CNG Fueling Station Project, Assessor's Parcel Number 0280-091-27, City of San Bernardino, San Bernardino County, California" dated December 20, 2021

Giroux & Associates, "Air Quality and GHG Impact Analysis, CNG Fueling Station Project, San Bernardino, California" dated November 1, 2021

Jacobs, "Clean Energy's San Bernardino CNG Fueling Station Project, Biological Resources Assessment and Jurisdictional Delineation Report" dated October 2021

Linscott Law & Greenspan, "Traffic Impact Analysis Report for CNG Fueling Station Project, San Bernardino, California" dated September 29, 2021

City of San Bernardino General Plan, November 1, 2005

San Bernardino County, 2018; AEDT 2d; Adapted by ESA, 2018

Site Design Collaborative, "Water Quality Management Plan for Clean Energy (E. Central Avenue & Tippecanoe Avenue), San Bernardino, California dated September 28, 2021

Websites

<https://arb.ca.gov/emfac/emissions-inventory/a2ea2ceaaa41c3b3ee08fb4f5c40c42f5263d079>

https://soilseries.sc.egov.usda.gov/OSD_Docs/T/TUJUNGA.html

<https://www.wmwd.com/461/Sustainable-Groundwater-Management-Act>

<https://sgma.water.ca.gov/webgis/index.jsp?appid=gasmaster&rz=true>

<https://www.scag.ca.gov/Documents/SanBernardino.pdf>

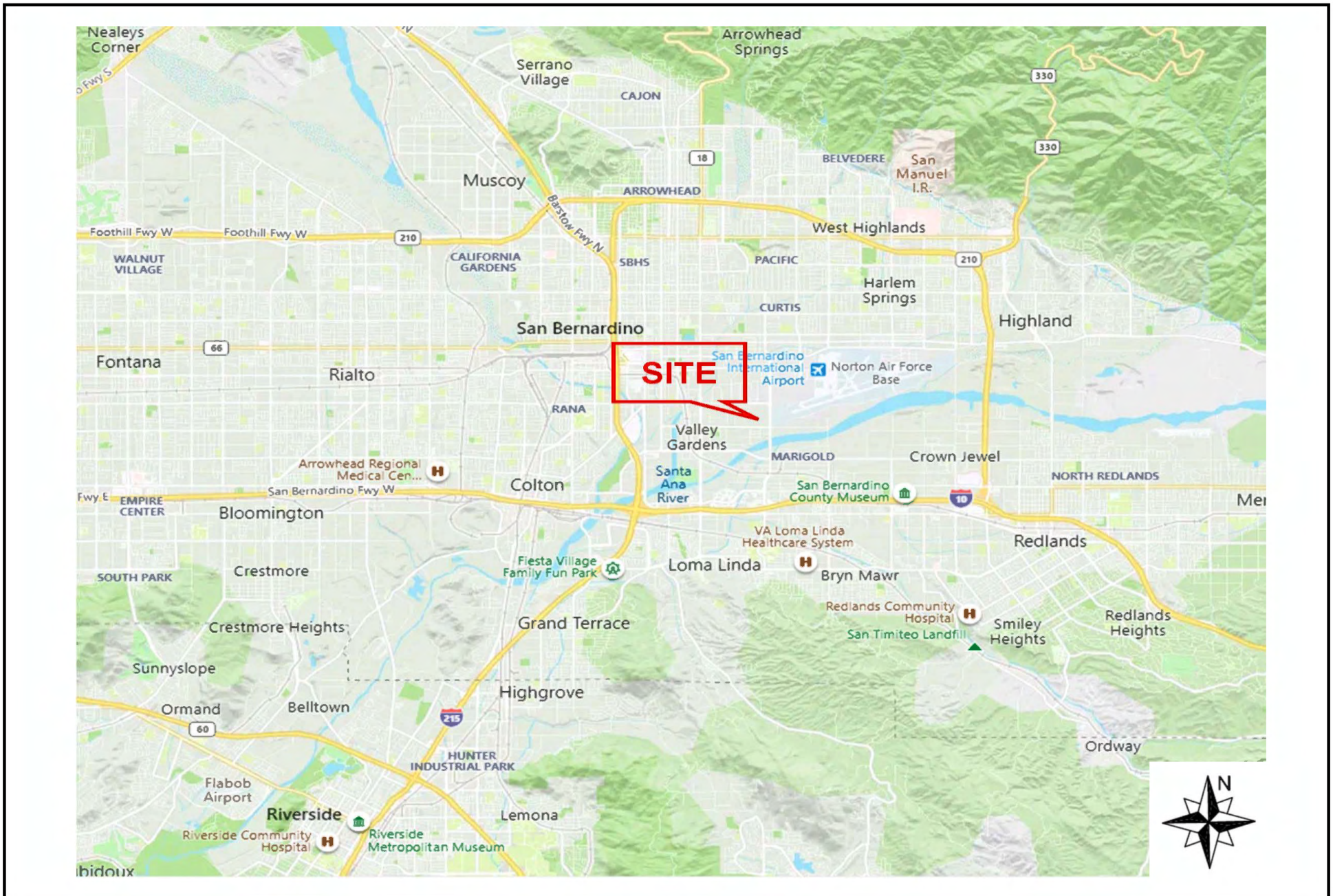
<https://www.sbcfire.org/Portals/58/Documents/About/2017-18AnnualReport.pdf>

<http://www.sbcity.org/civicax/filebank/blobdload.aspx?BlobID=20386>

<https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports/DisposalTonnageTrend>

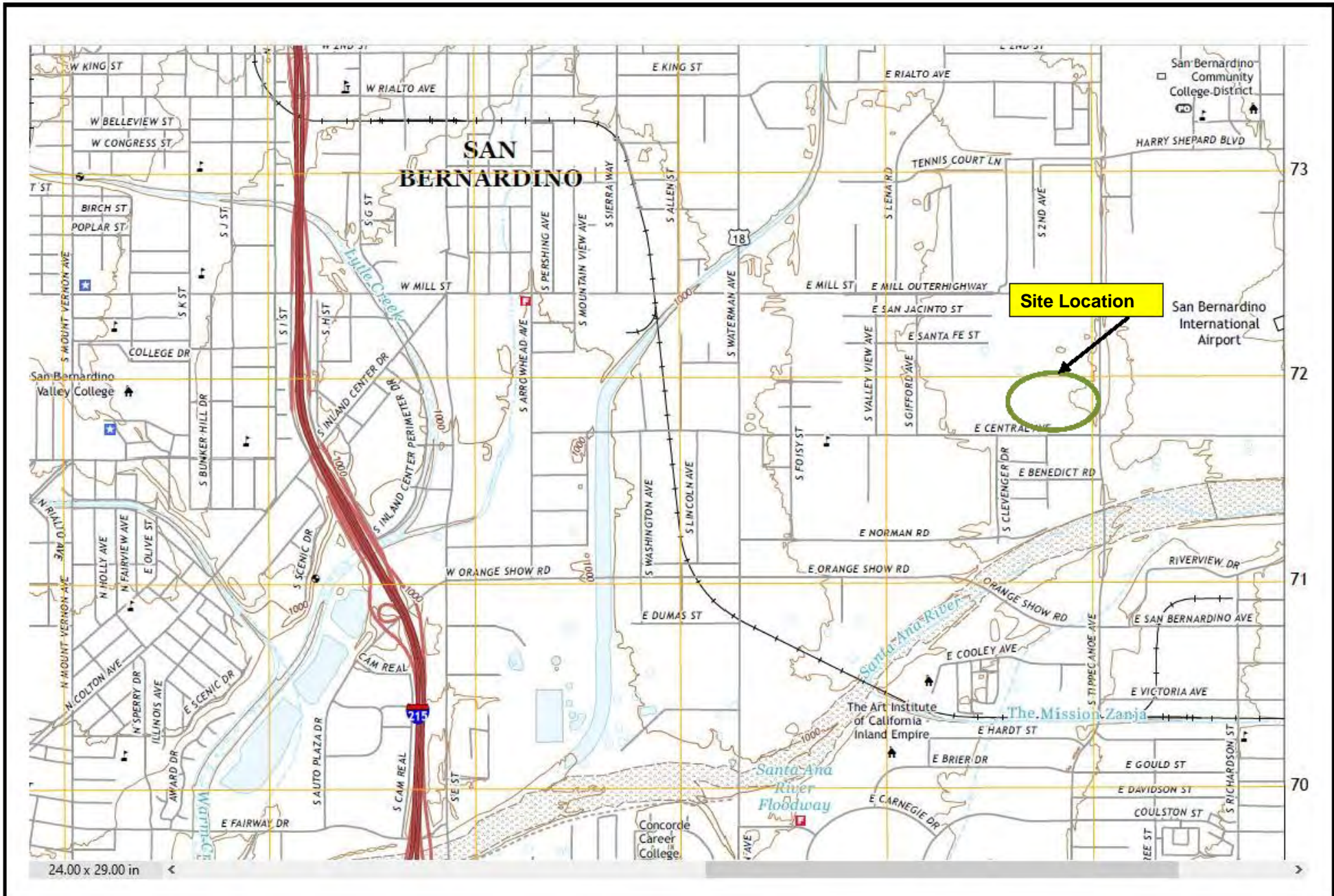
<http://ceres.ca.gov/ceqa/guidelines/>

FIGURES



SOURCE: Taken from Geotechnical Engineering Report prepared by PSI, Inc. dated May 5, 2021

FIGURE 1

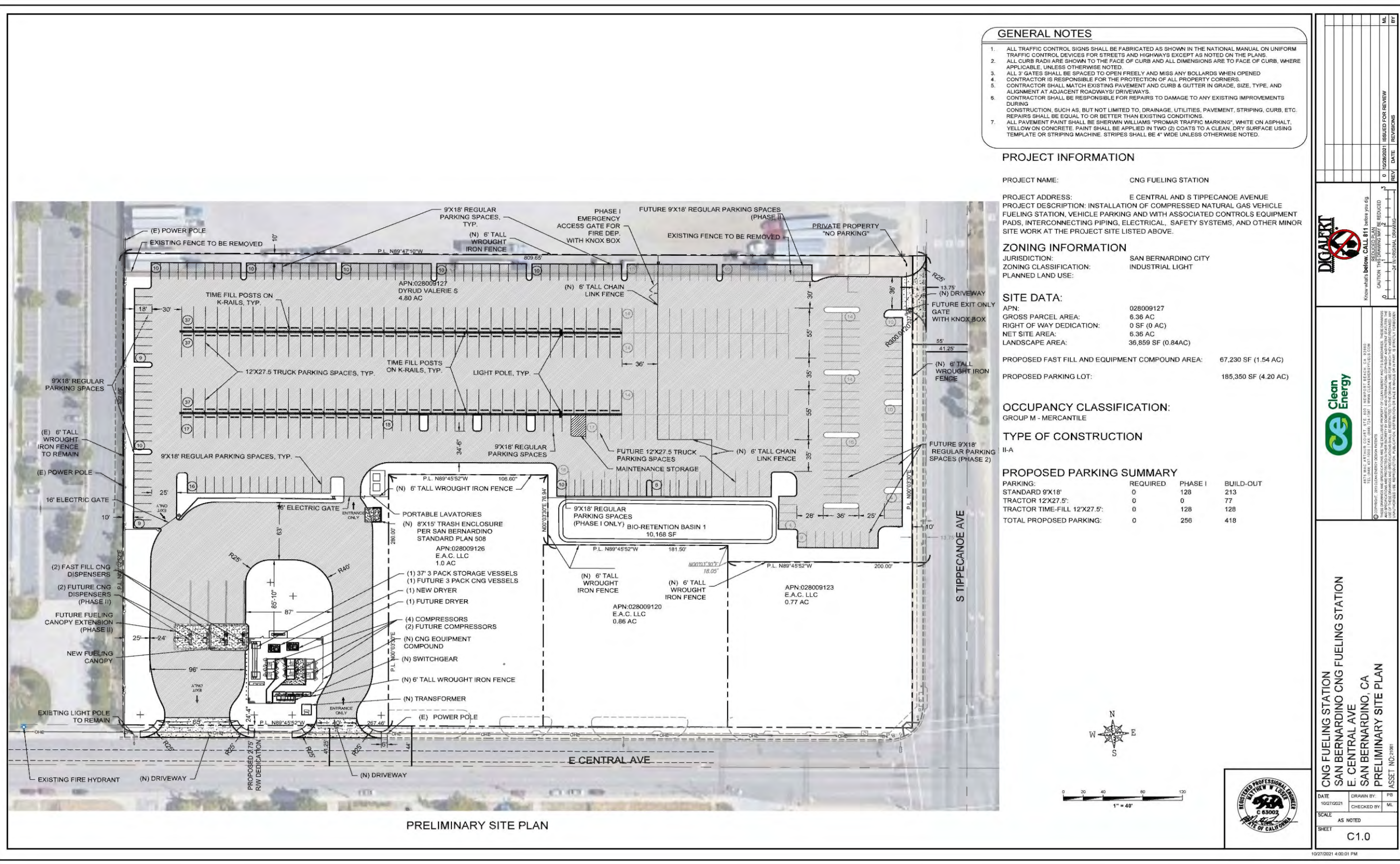


SOURCE: USGS San Bernardino South Quadrangle

FIGURE 2



FIGURE 3



- GENERAL NOTES**
1. ALL TRAFFIC CONTROL SIGNS SHALL BE FABRICATED AS SHOWN IN THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS EXCEPT AS NOTED ON THE PLANS.
 2. ALL CURB RADII ARE SHOWN TO THE FACE OF CURB AND ALL DIMENSIONS ARE TO FACE OF CURB, WHERE APPLICABLE, UNLESS OTHERWISE NOTED.
 3. ALL 3' GATES SHALL BE SPACED TO OPEN FREELY AND MISS ANY BOLLARDS WHEN OPENED.
 4. CONTRACTOR IS RESPONSIBLE FOR THE PROTECTION OF ALL PROPERTY CORNERS.
 5. CONTRACTOR SHALL MATCH EXISTING PAVEMENT AND CURB & GUTTER IN GRADE, SIZE, TYPE, AND ALIGNMENT AT ADJACENT ROADWAYS/ DRIVEWAYS.
 6. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO DAMAGE TO ANY EXISTING IMPROVEMENTS DURING CONSTRUCTION, SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS.
 7. ALL PAVEMENT PAINT SHALL BE SHERWIN WILLIAMS "PROMAR TRAFFIC MARKING", WHITE ON ASPHALT, YELLOW ON CONCRETE. PAINT SHALL BE APPLIED IN TWO (2) COATS TO A CLEAN, DRY SURFACE USING TEMPLATE OR STRIPING MACHINE. STRIPES SHALL BE 4" WIDE UNLESS OTHERWISE NOTED.

PROJECT INFORMATION

PROJECT NAME: CNG FUELING STATION

PROJECT ADDRESS: E CENTRAL AND S STIPPECANOE AVENUE

PROJECT DESCRIPTION: INSTALLATION OF COMPRESSED NATURAL GAS VEHICLE FUELING STATION, VEHICLE PARKING AND WITH ASSOCIATED CONTROLS EQUIPMENT PADS, INTERCONNECTING PIPING, ELECTRICAL, SAFETY SYSTEMS, AND OTHER MINOR SITE WORK AT THE PROJECT SITE LISTED ABOVE.

ZONING INFORMATION

JURISDICTION: SAN BERNARDINO CITY

ZONING CLASSIFICATION: INDUSTRIAL LIGHT

PLANNED LAND USE:

SITE DATA:

APN: 028009127

GROSS PARCEL AREA: 6.36 AC

RIGHT OF WAY DEDICATION: 0 SF (0 AC)

NET SITE AREA: 6.36 AC

LANDSCAPE AREA: 36,859 SF (0.84AC)

PROPOSED FAST FILL AND EQUIPMENT COMPOUND AREA: 67,230 SF (1.54 AC)

PROPOSED PARKING LOT: 185,350 SF (4.20 AC)

OCCUPANCY CLASSIFICATION:

GROUP M - MERCANTILE

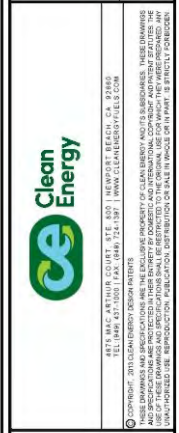
TYPE OF CONSTRUCTION

II-A

PROPOSED PARKING SUMMARY

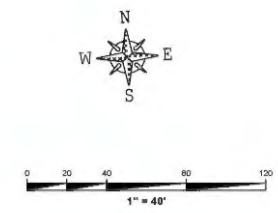
PARKING:	REQUIRED	PHASE I	BUILD-OUT
STANDARD 9'X18'	0	128	213
TRACTOR 12'X27.5'	0	0	77
TRACTOR TIME-FILL 12'X27.5'	0	128	128
TOTAL PROPOSED PARKING:	0	256	418

NO.	REVISIONS	DATE	BY
0	ISSUED FOR REVIEW		ML

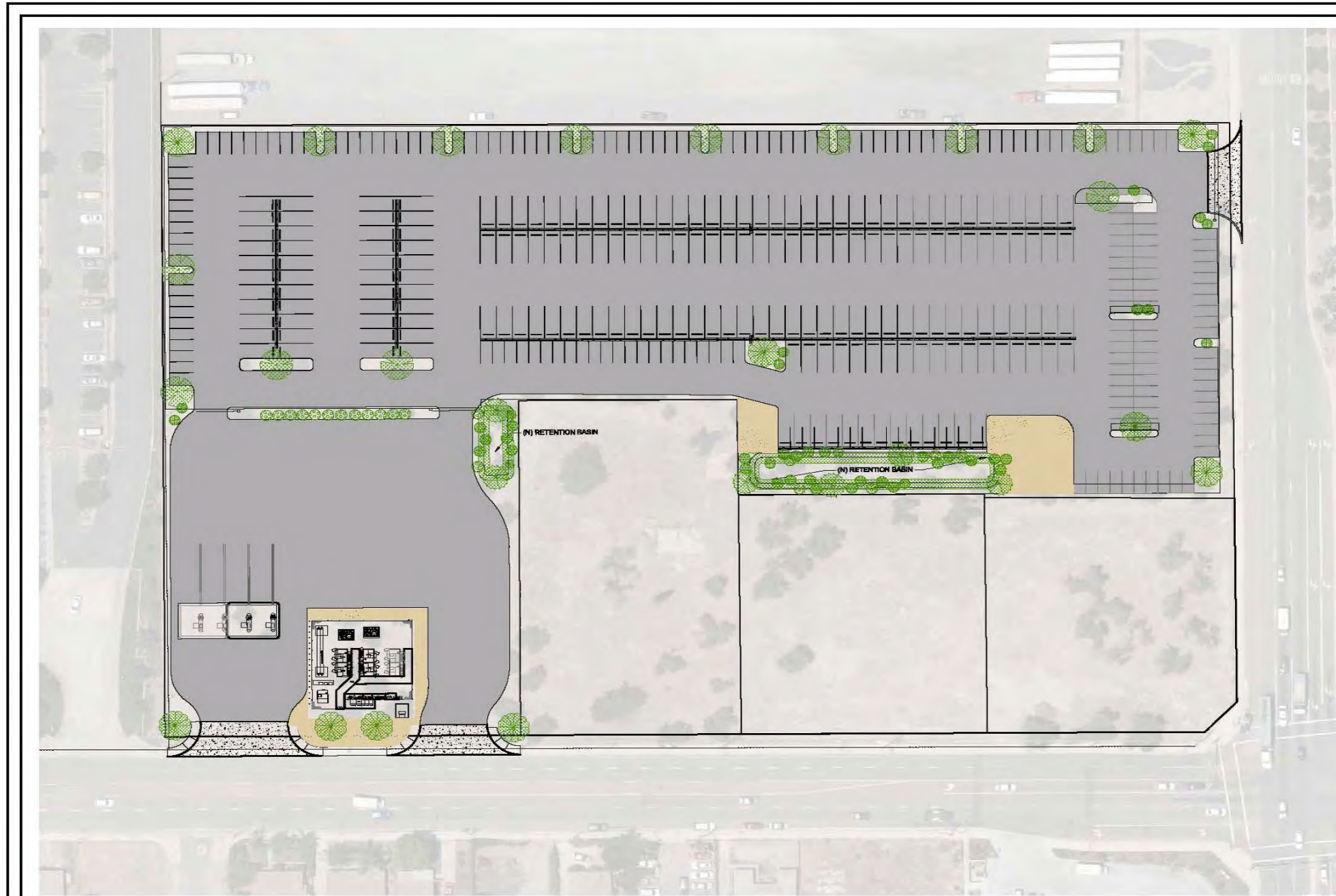


CNG FUELING STATION
 SAN BERNARDINO CNG FUELING STATION
 E CENTRAL AVE
 SAN BERNARDINO, CA
 PRELIMINARY SITE PLAN
 ASSET NO: 2106

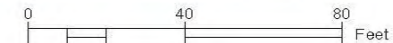
DATE: 10/27/2021	DRAWN BY: PB
CHECKED BY: ML	SCALE: AS NOTED
SHEET: C1.0	



PRELIMINARY SITE PLAN



PRELIMINARY LANDSCAPE PLAN



LANDSCAPE NOTES

- IRRIGATION SYSTEM CONCEPT:**
 All planted areas shall be irrigated according to plant type groupings and environmental exposure and shall receive uniform water coverage as required by State Mandated AB 1891. Irrigation watering shall be by means of a Weather Sensing Automatic Irrigation Controller system with a Rain Sensor. The irrigation system shall be capable of short repeat cycles in order to apply water at a rate that can be absorbed into the soil. A master control valve will be installed to prevent over watering if a valve malfunctions. Pop-up spray heads will be avoided whenever possible with water delivered through a drip / emitter system. Recycled or Reclaimed Water will be used if available. A Domestic Water Irrigation system will utilize a Reduced Pressure Backflow Preventer to protect the Domestic drinking water from inadvertent cross contamination.
- LANDSCAPE PLANTING CONCEPT:**
 The Landscape Planting will provide a visual continuity of design to integrate with existing commercial and industrial developments. The landscape will complement the architecture whenever possible, for example softening walls used to screen service areas with trees, shrubs and vines. Line-of-sight clearance for automobile traffic and pedestrian traffic and visual access to signs are observed and accounted for in the design.

 All plant materials are selected for temperate hardiness and low water use requirements. Specialized plant materials will be utilized within the proposed landscaped Bio-Swale with a separate Precision Spray Irrigation watering system. A 2" layer of decomposed granite mulch will be installed to help reduce water evaporation between irrigation cycles.

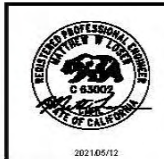
PROPOSED PLANT PALETTE

SYMBOL	BOTANICAL / COMMON NAME
PROPOSED TREES (PER WUCOLS REGION 4)	
	COMMON YARROW (ACHILLEA MELLEIFOLIUM) - 5GAL
	FALSE INDIGO-BUSH - 5GAL
	PERIMETER WAX MYRTLES - 5GAL
	PLATANUS ACERIFOLIA / COLUMBIA / LONDON PLANE TREE (STREET TREE) - 24" BOX
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE (RETENTION BASIN TREE) - 15 GAL
	GEUERA PARVIFOLIA / AUSTRALIAN WILLOW - 15 GAL
	'NO MOW' FINE FESCUE BLEND ORNAMENTAL GRASS BIO-RETENTION AREA. SOD AVAILABLE THROUGH PACIFIC SOD (800) 942-5286

SITE DATA:
 APN: 028009127
 GROSS PARCEL AREA: 6.36 AC
 RIGHT OF WAY DEDICATION: 0 SF (0 AC)
 NET SITE AREA: 277,041 SF (6.36 AC)
 LANDSCAPE AREA: 36,859 SF (0.84AC)

PAVEMENT LEGEND

	BIO-RETENTION BASIN 9,748 SF
	PROPOSED ASPHALT PAVEMENT 232,108 SF
	PROPOSED CONCRETE PAVEMENT 8,074 SF
	DECORATIVE LANDSCAPE ROCKS ("GOLD" DECOMPOSED GRANITE 3/4") 8,659 SF



DATE: 05/06/2021

SCALE: AS NOTED

SHEET: C1.1

DRAMA BY: PS

CHECKED BY: ME

ASSET: 1102101

CNG FUELING STATION
 SAN BERNARDINO CNG FUELING STATION
 E. CENTRAL AVE
 SAN BERNARDINO, CA
 PRELIMINARY LANDSCAPE

6/12/2021 2:00:21 PM

4500 SAC AMERICAN COUNTY, STE. 200 18000 AT TRAIL, CA 92506
 TEL: 951-200-1300 FAX: 951-200-1301 WWW.TOMDODSON.COM

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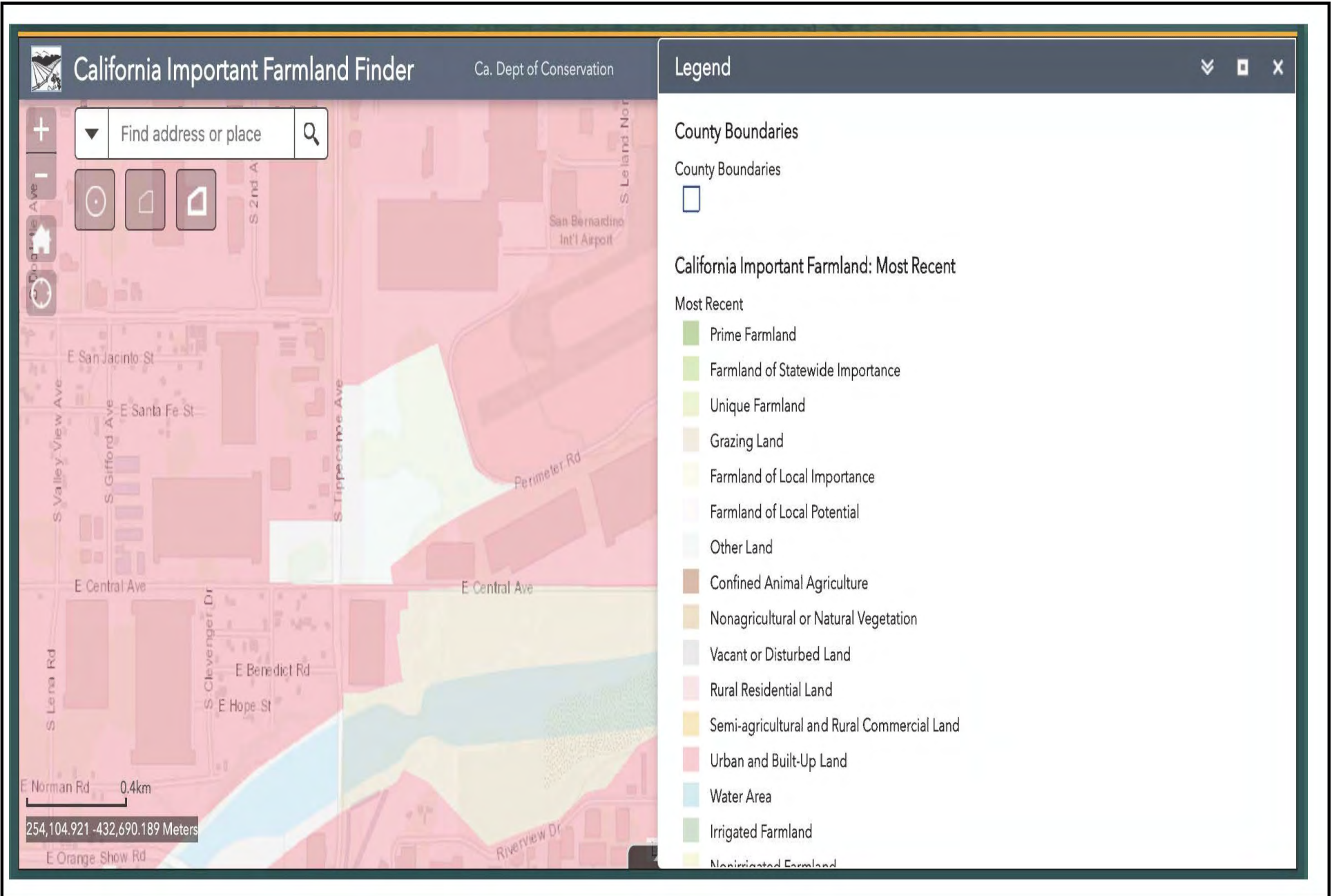
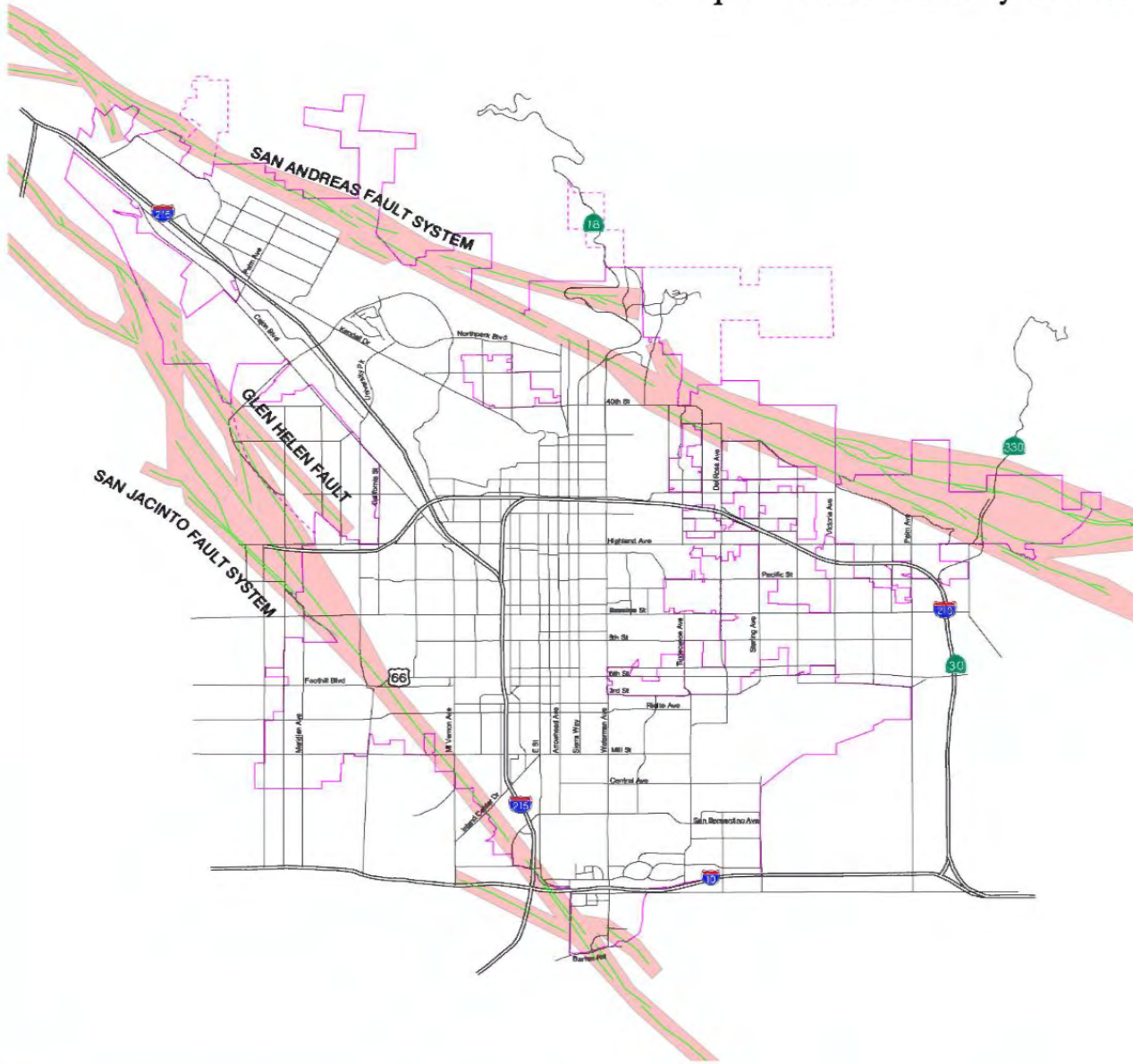






FIGURE II-1

Alquist-Priolo Study Zones



-  Approximate Fault Location
-  Approximate location of Alquist Priolo Special Study Zones
-  City Boundary
-  Sphere Boundary

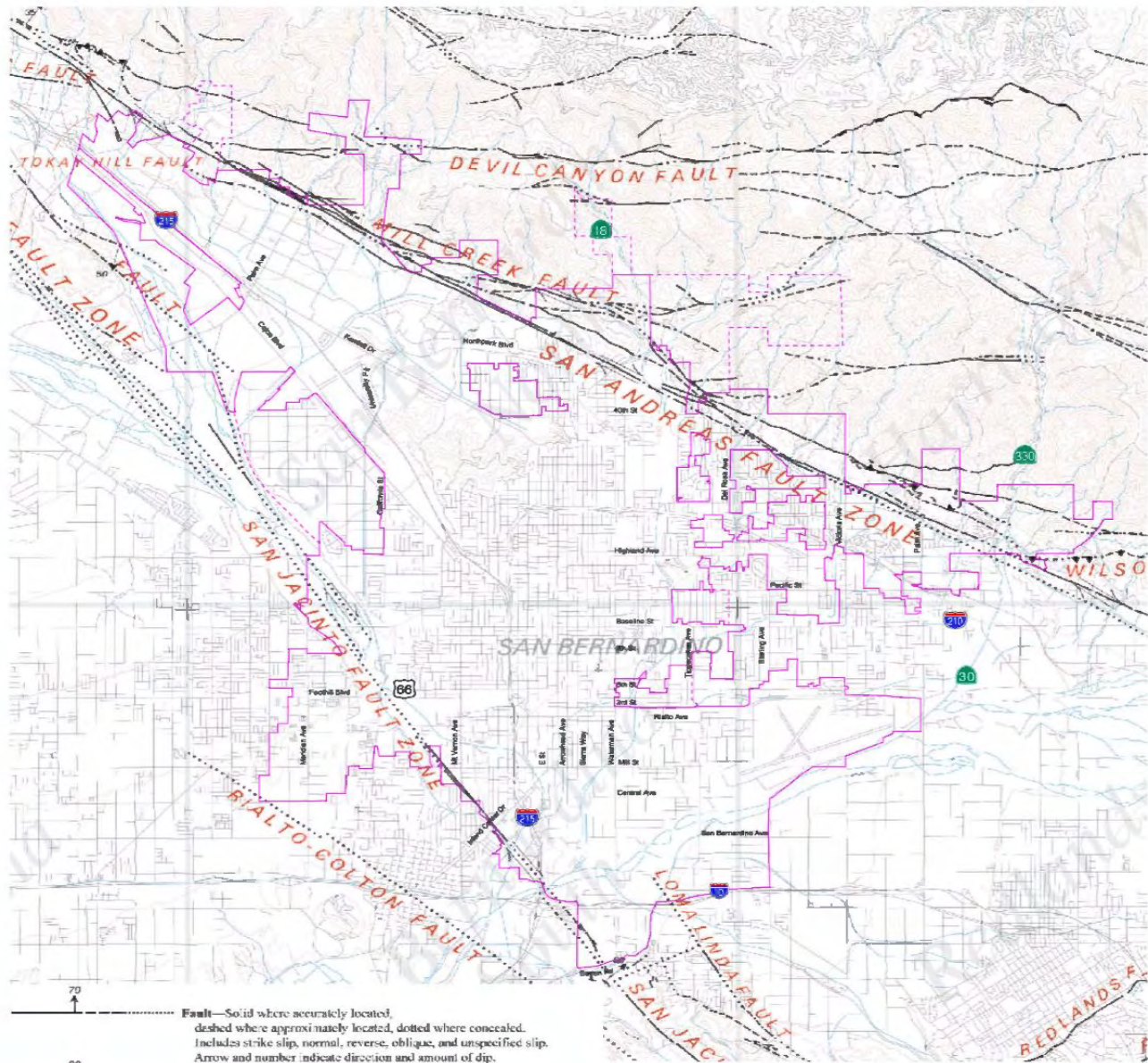


The City of
SAN BERNARDINO
 General Plan

Figure S-3

FIGURE VII-1

Regional Faults



Fault—Solid where accurately located, dashed where approximately located, dotted where concealed. Includes strike slip, normal, reverse, oblique, and unspecified slip. Arrow and number indicate direction and amount of dip.

Thrust fault—Teeth on upper plate; solid where accurately located, dashed where approximately located, dotted where concealed. Arrow and number indicate direction and amount of dip.

Rotational slip normal fault—Bars on hanging wall side; solid where accurately located, dashed where approximately located, dotted where concealed.

City Boundary
Sphere Boundary



The City of
SAN BERNARDINO
General Plan

Figure S-4

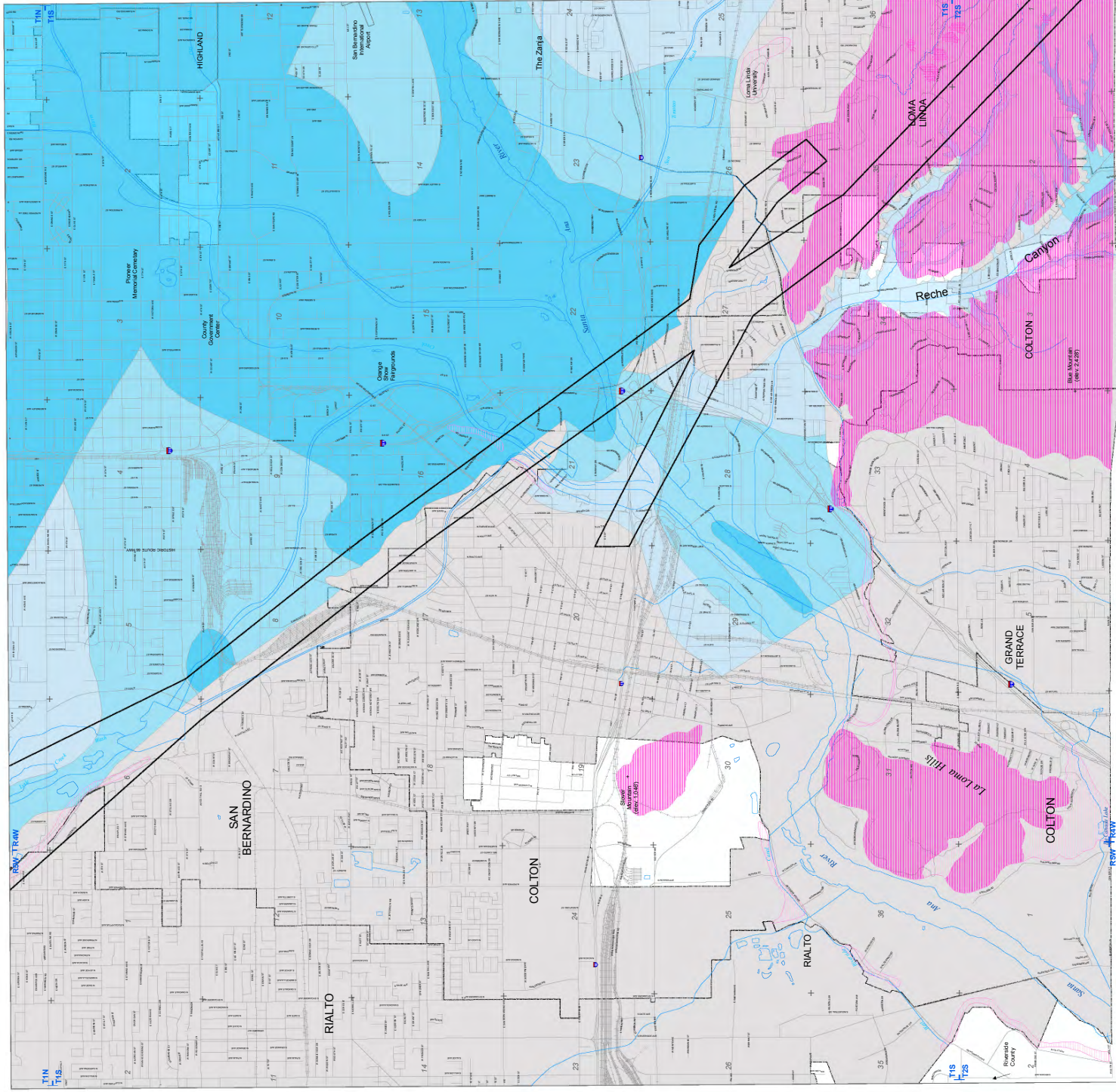


FIGURE VII-3

RIVERSIDE COUNTY

San Bernardino County Land Use Plan
GENERAL PLAN
Geologic Hazard Overlays

Generalized Landslide Susceptibility

- Moderate to High
- Mapped Existing Landslide
- Revised/Updated From Hazard Area

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Zone of Designated Landslide Susceptibility

- Zone of Susceptibility

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Generalized Landslide Susceptibility

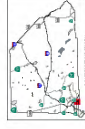
- Medium
- High

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Earthquake Fault Zones

- Lines
- County Designated Fault Zones

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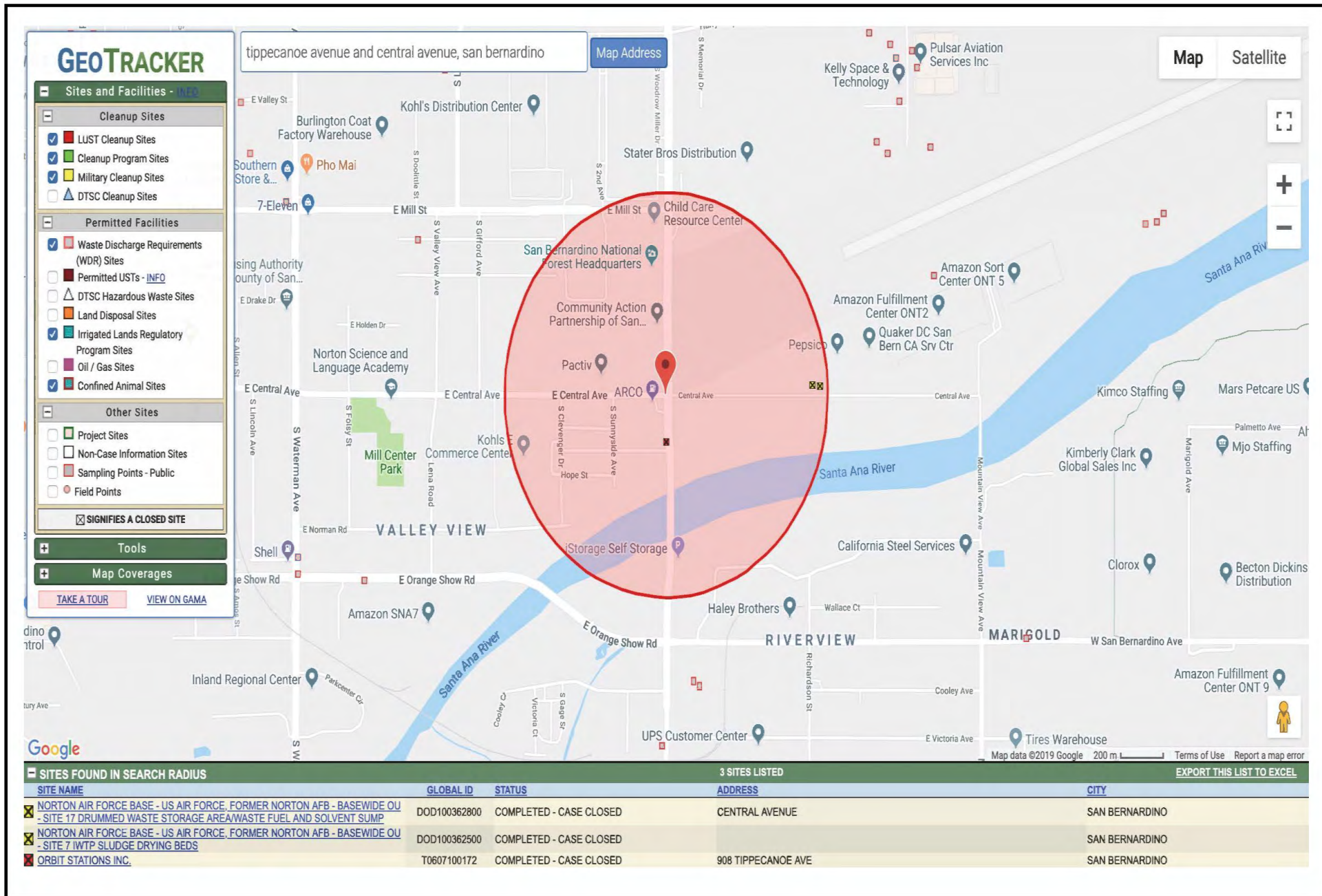


FIGURE IX-1

STATE WATER RESOURCES CONTROL BOARD
GEOTRACKER

US AIR FORCE, FORMER NORTON AFB - BASEWIDE OU - SITE 7 IWTP SLUDGE DRYING BEDS (DOD100362500) - (MAP)

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SAN BERNARDINO, CA
 SAN BERNARDINO COUNTY
 MILITARY CLEANUP SITE [\(INFO\)](#)
[PRINTABLE CASE SUMMARY / CSM REPORT](#)

CLEANUP OVERSIGHT AGENCIES

DEPARTMENT OF TOXIC SUBSTANCES CONTROL [\(LEAD\)](#) - CASE #: CA4570024345

SANTA ANA RWQCB (REGION 8) [\(LEAD\)](#) - CASE #: 106-71 - 15

CASEWORKER: [PATRICIA HANNON](#)

US ENVIRONMENTAL PROTECTION AGENCY [\(LEAD\)](#) - CASE #: 400108 - 15

[Summary](#) [Cleanup Action Report](#) [Regulatory Activities](#) [Environmental Data \(ES\)](#) [Site Maps / Documents](#) [Community Involvement](#) [Related Cases](#)

Regulatory Profile

[PRINTABLE CASE SUMMARY](#)

MILITARY BASE

[NORTON AIR FORCE BASE](#)

CLEANUP STATUS - DEFINITIONS

COMPLETED - CASE CLOSED AS OF 4/25/2006 - [CLEANUP STATUS HISTORY](#)

POTENTIAL CONTAMINANTS OF CONCERN

ARSENIC, CHROMIUM, COPPER, METALS, NICKEL, PAHS/PNAS,
 PESTICIDE/HERBICIDES, POLYCHLORINATED BIPHENYLS (PCBS)

FILE LOCATION

ARCHIVED

DWR GROUNDWATER SUB-BASIN NAME

Upper Santa Ana Valley - San Bernardino (8-002.06)

POTENTIAL MEDIA OF CONCERN

NONE SPECIFIED

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - DEFINITIONS

MUN, AGR, IND, PROC

CALWATER WATERSHED NAME

Santa Ana River - Upper Santa Ana River - Bunker Hill (801.52)

Site History

Installation Restoration Program (IRP) Site 7 was the sludge drying beds for the former industrial waste treatment plant (IWTP). Site 5 was located in the southeast corner of the former IWTP compound. The site was investigated under the IRP. The closure of former IWTP was completed under the Resource Conservation Recovery Act (RCRA) corrective action termination for an interim status facility. The site included 12 concrete-walled, unlined sludge-drying beds, covering approximately 17,280 square feet. The beds were used to dry sludge generated at the IWTP until 1987. During removal of the sludge, it was temporarily stored at the northeast corner of the site. Sampling during the IRP and 1991 Remedial Investigation indicated some metal concentrations above background concentrations in near-surface samples.

A partial listing of investigations and reports performed prior to site remediation and closure: 1982) Records Search for Norton AFB; 1985) Final Phase II, Stage I Technical Report, Problem Confirmation/Quantification Study; 1987) Phase II, Stage 2 Confirmation/Quantification Report; 1989) Final Draft Stage 3 Report; 1992) RI Report, IRP Sites; 1993) Final RI Report, IRP Sites Operable Unit; 1995) Technical Memorandum, Development and Evaluation of Soil Target Cleanup Goals, Industrial/Commercial Reuse Scenario, IRP Sites Cleanup; 1995) Engineering Evaluation/Cost Analysis; and 1997) Revised Final Action Memorandum.

FIGURE IX-2

In 1999, the Department of Toxic Substances Control requested as part of the RCRA closure evaluation for the IWTP, sampling of the concrete walls and soils within the former waste pile area. Sampling was performed in January 2000. Samples were analyzed for metals, radionuclides, chlorinated pesticides, polychlorinated biphenyls (PCBs), and polycyclic aromatic hydrocarbons (PAHs). Low concentrations of pesticides, PCBs and PAHs were reported and metals and radionuclides reflected background ranges. The waste pile had been located on weathered asphalt. An additional soil sampling of the former waste pile area resulted in detection of cadmium, bezo(a)pyrene, benzo(b)fluoranthene, benzo(k)fluoranthene, and dibenzo(a,h)anthracene at concentrations exceeding the residential preliminary remediation goals (PRGs).

In order to eliminate the remaining sludge drying bed structures and reduce concentrations of PAHs in soil to acceptable levels soil removal actions were completed in the sludge storage area and the drying beds area. On December 24, 2003, a 25 foot (ft) by 15 ft area of soil was removed from the sludge storage area. On March 4, 2004 an additional 45 ft by 15 feet area of soil was removed from the sludge storage area. On March 5, 2004 a 260 ft by 80 ft area of soil and concrete walls was removed from the sludge drying beds area. Soil was excavated in 6 inch lifts and transported off site for disposal. The soil removal actions resulted in PAH concentrations near or below residential PRGs.

Final Revised Closure Certification Report for Site 7 was issued and dated December 2005.

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FIGURE IX-3

STATE WATER RESOURCES CONTROL BOARD
GEOTRACKER

US AIR FORCE, FORMER NORTON AFB - BASEWIDE OU - SITE 17 DRUMMED WASTE STORAGE AREA/WASTE FUEL AND SOLVENT SUMP (DOD100362800) - [\(MAP\)](#)

[SIGN UP FOR EMAIL ALERTS](#)

CENTRAL AVENUE
 SAN BERNARDINO, CA
 SAN BERNARDINO COUNTY
 MILITARY CLEANUP SITE [\(INFO\)](#)
[PRINTABLE CASE SUMMARY / CSM REPORT](#)

CLEANUP OVERSIGHT AGENCIES

DEPARTMENT OF TOXIC SUBSTANCES CONTROL [\(LEAD\)](#) - CASE #: CA4570024345
 SANTA ANA RWQCB (REGION 8) [\(LEAD\)](#) - CASE #: 166-71 - 12
 CASEWORKER: [PATRICIA HANNON](#)
 US ENVIRONMENTAL PROTECTION AGENCY [\(LEAD\)](#) - CASE #: 400108 - 12

[Summary](#) [Cleanup Action Report](#) [Regulatory Activities](#) [Environmental Data \(E/S\)](#) [Site Maps / Documents](#) [Community Involvement](#) [Related Cases](#)

Regulatory Profile

[PRINTABLE CASE SUMMARY](#)

MILITARY BASE

[NORTON AIR FORCE BASE](#)

CLEANUP STATUS - [DEFINITIONS](#)

COMPLETED - CASE CLOSED AS OF 11/28/2006 - [CLEANUP STATUS HISTORY](#)

POTENTIAL CONTAMINANTS OF CONCERN

TRICHLOROETHYLENE (TCE)

FILE LOCATION

LOCAL AGENCY WAREHOUSE

DWR GROUNDWATER SUB-BASIN NAME

Upper Santa Ana Valley - San Bernardino (8-002.D6)

POTENTIAL MEDIA OF CONCERN

AQUIFER USED FOR DRINKING WATER SUPPLY, SOIL

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - [DEFINITIONS](#)

MUN, AGR, IND, PROC

CALWATER WATERSHED NAME

Santa Ana River - Upper Santa Ana River - Bunker Hill (801.52)

Site History

Installation Restoration Program (IRP) Site 17 was the drummed waste storage area and waste fuel and solvent sumps. It was located along the former southern base boundary just south of the former Industrial Waste Treatment Plant (IWTP). The area south of the sumps was used for the storage of 55-gallon drums containing solvent and plating wastes. The waste material reportedly stored at the site included cyanide solutions, chromic acids, nickel electroplating solutions, trichloroethylene (TCE) sludge, phenol-based paint strippers, toluene, and waste paint thinners. The waste fuel and solvent sumps were originally intended to be burn-cells for fuel and chemical wastes; the State of California prohibited this action in 1961 following one test burn. The sumps were used until 1985 as holding tanks for skimmed materials from the IWTP oil/water separator. Site 17 was first identified as an IRP Site in 1984.

A partial listing of investigations and reports performed prior to site remediation and closure: 1982) Records Search for Norton AFB; 1985) Final Phase II, Stage I Technical Report, Problem Confirmation/Quantification Study; 1987) Phase II, Stage 2 Confirmation/Quantification Report; 1989) Final Draft Stage 3 Report; 1992) RI Report, IRP Sites; 1993) Final RI Report, IRP Sites Operable Unit; 1995) Technical Memorandum, Development and Evaluation of Soil Target Cleanup Goals, Industrial/Commercial Reuse Scenario, IRP Sites Cleanup; 1995) Engineering Evaluation/Cost Analysis; 1997) Revised Final Action Memorandum; and 2000) Technical Memorandum.

December 15 through December 24, 2003 the surface impoundments or sumps were dismantled and removed. One hundred cubic yards (cy) of demolished sumps and concrete materials

FIGURE IX-4

7/19/2019

GeoTracker

were transported as non-hazardous waste to a concrete waste disposal facility.

March 22 through April 30, 2004, Soil confirmation samples sump removal, soil samples, and vapor sample were collected and analyzed for contaminants of concern of volatile organic compounds, polycyclic aromatic hydrocarbons, semi-volatile organic compounds, polychlorinated biphenyls, metals, dioxin/furan, and radionuclides.

May 23 through August 4, 2006, 350 cy of non-hazardous contaminated soil was removed from beneath the former sumps and transported for disposal. The excavation was 60 feet by 30 feet by 10 feet deep. Confirmation samples were collected from the excavation. The site was backfilled with clean material.

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FIGURE IX-5



Tools

Reports

UST Case Closures

Information



ORBIT STATIONS INC. (T0607100172) - (MAP)

[SIGN UP FOR EMAIL ALERTS](#)

908 TIPPECANOE AVE
SAN BERNARDINO, CA 92410
SAN BERNARDINO COUNTY
LUST CLEANUP SITE ([INFO](#))
[PRINTABLE CASE SUMMARY](#) / [CSM REPORT](#)

CLEANUP OVERSIGHT AGENCIES
SAN BERNARDINO COUNTY ([LEAD](#)) - CASE #: 87060
SANTA ANA RWQCB (REGION 8) - CASE #: 083601435T
CASEWORKER: [PATRICIA HANNON](#)

[Summary](#) [Cleanup Action Report](#) [Regulatory Activities](#) [Environmental Data \(ESI\)](#) [Site Maps / Documents](#) [Community Involvement](#) [Related Cases](#)

Regulatory Profile

[PRINTABLE CASE SUMMARY](#)

CLEANUP STATUS - [DEFINITIONS](#)

COMPLETED - CASE CLOSED AS OF 2/20/1990 - [CLEANUP STATUS HISTORY](#)

POTENTIAL CONTAMINANTS OF CONCERN

GASOLINE

FILE LOCATION

LOCAL AGENCY

DWR GROUNDWATER SUB-BASIN NAME

Upper Santa Ana Valley - San Bernardino (8-002.06)

POTENTIAL MEDIA OF CONCERN

SOIL

DESIGNATED GROUNDWATER BENEFICIAL USE(S) - [DEFINITIONS](#)

MUN, AGR, IND, PROC

CALWATER WATERSHED NAME

Santa Ana River - Upper Santa Ana River - Bunker Hill (801.52)

Site History

No site history available

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FIGURE IX-6

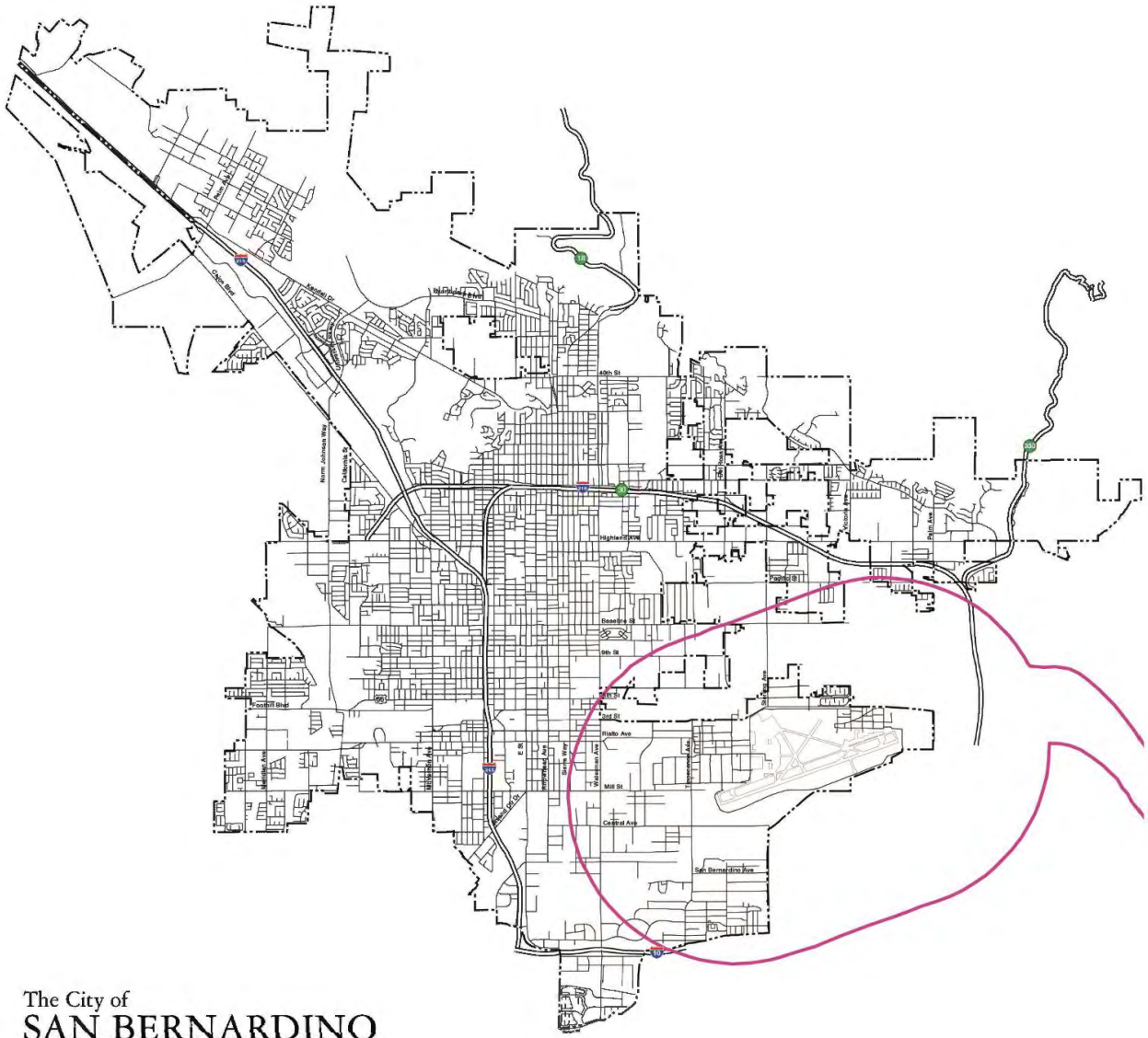
San Bernardino International Airport Planning Boundaries

-  Airport Influence Area
-  City Boundary

To be included upon adoption of the Comprehensive Land Use Plan for the SBIA, as may be appropriate:

-  Runway Protection Zone
-  Inner Turning Zone
-  Inner Safety Zone
-  Outer Safety Zone
-  Traffic Pattern Zone
-  CNEL Noise Contours

Note: As of the adoption of this General Plan, the Airport Master Plan and the Comprehensive Land Use Plan (CLUP) for the San Bernardino International Airport (SBIA) were in the process of being prepared. As a consequence, the precise noise contours and safety zones were not available to include in this Plan. Upon adoption of the Airport Master Plan and CLUP for the SBIA, the new noise and safety zones will be incorporated into this Figure and, if necessary, the Airport Influence Area adjusted.

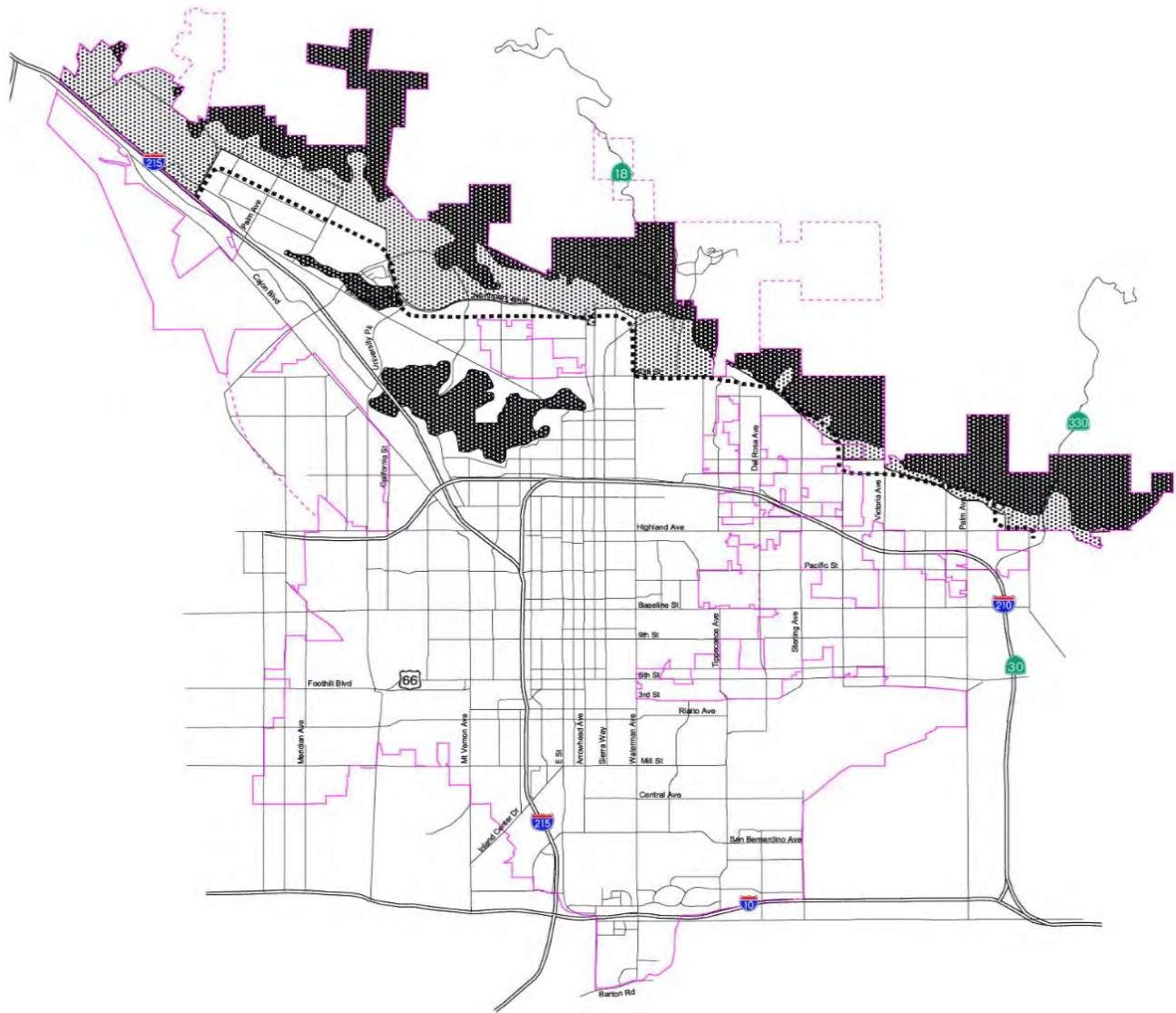







The City of
SAN BERNARDINO
General Plan

Figure LU-4

FIGURE IX-7

Fire Hazard Areas



-  Extreme Fire Hazard Area
-  Moderate Fire Hazard Area
-  City High Fire Hazard Line
-  City Boundary
-  Sphere of Influence Boundary

(Source: City of San Bernardino)

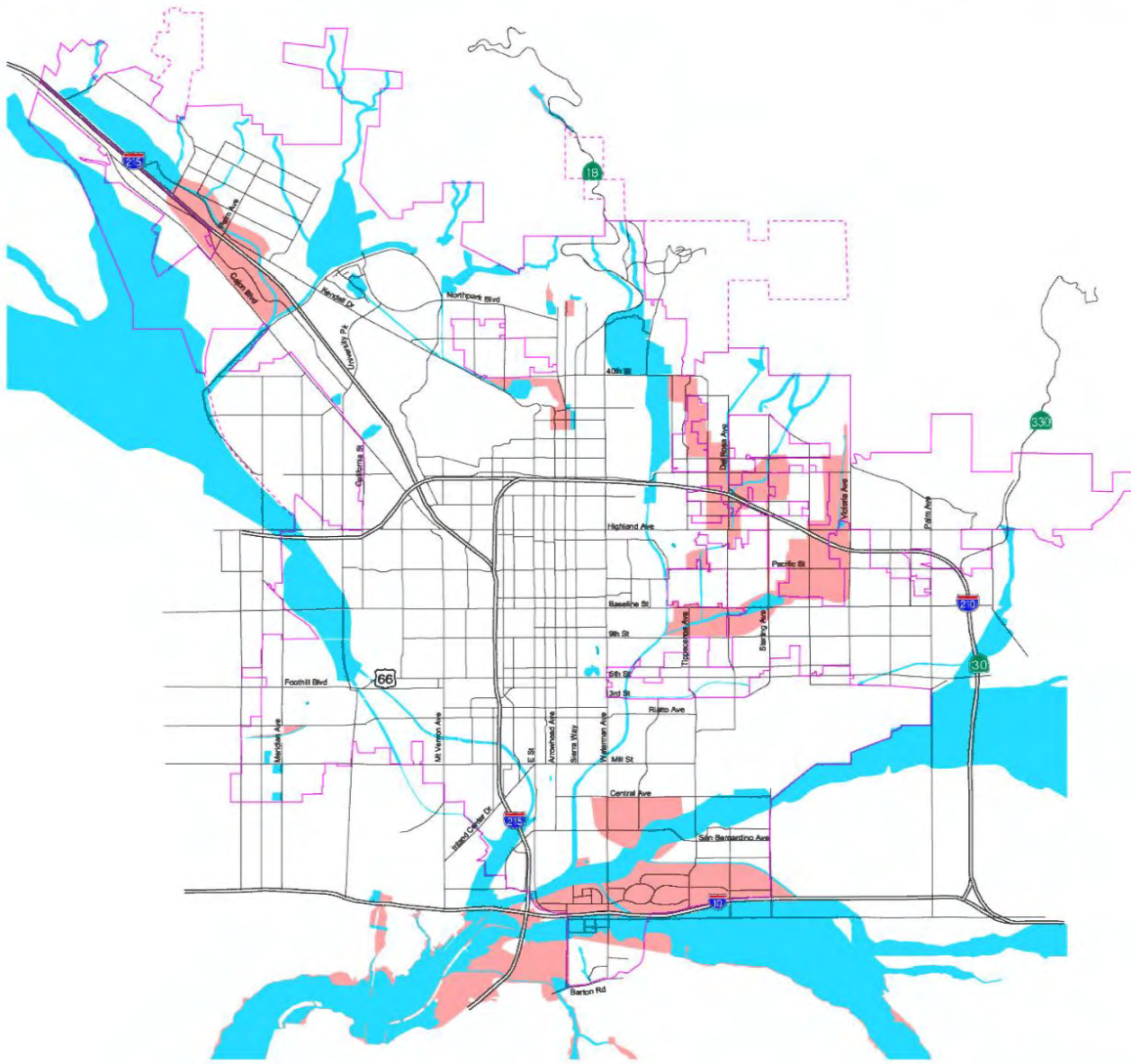


The City of
SAN BERNARDINO
 General Plan

Figure S-9

FIGURE IX-8

100-Year Flood Plain



Source: Federal Emergency Management Agency
Flood Insurance Rate Maps. Date: 1990

- 100-Year Flood Zone
- 500-Year Flood Zone
- City Boundary
- Sphere of Influence Boundary

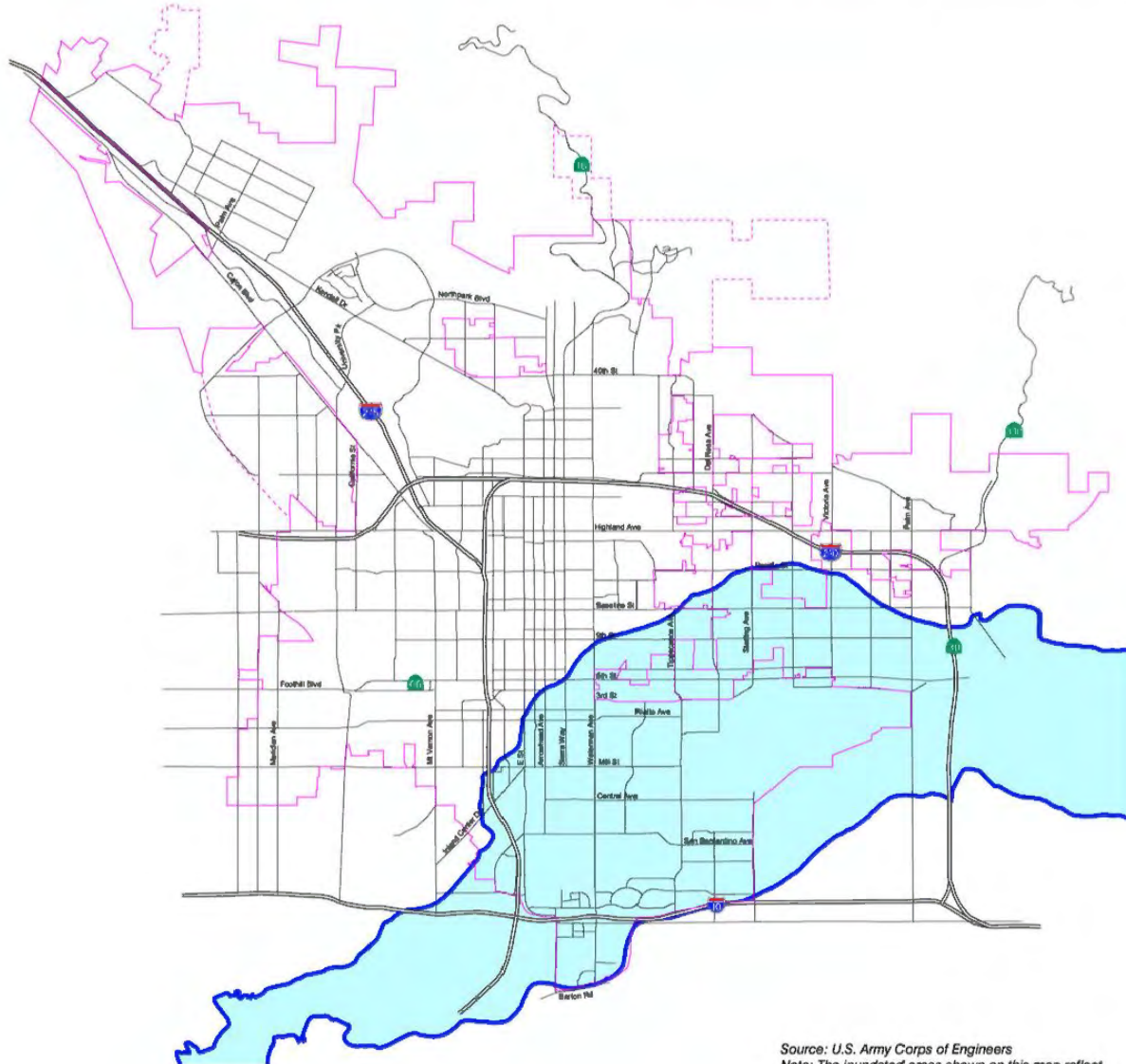


The City of
SAN BERNARDINO
General Plan

Figure S-1

FIGURE X-1

Seven Oaks Dam Inundation



Source: U.S. Army Corps of Engineers
 Note: The inundated areas shown on this map reflect events of an extremely remote nature. These results are not in any way intended to reflect upon the integrity of the Seven Oaks Dam. Flooded areas shown are based on dam failure at full pool elevation 2,580 feet, NGVD.

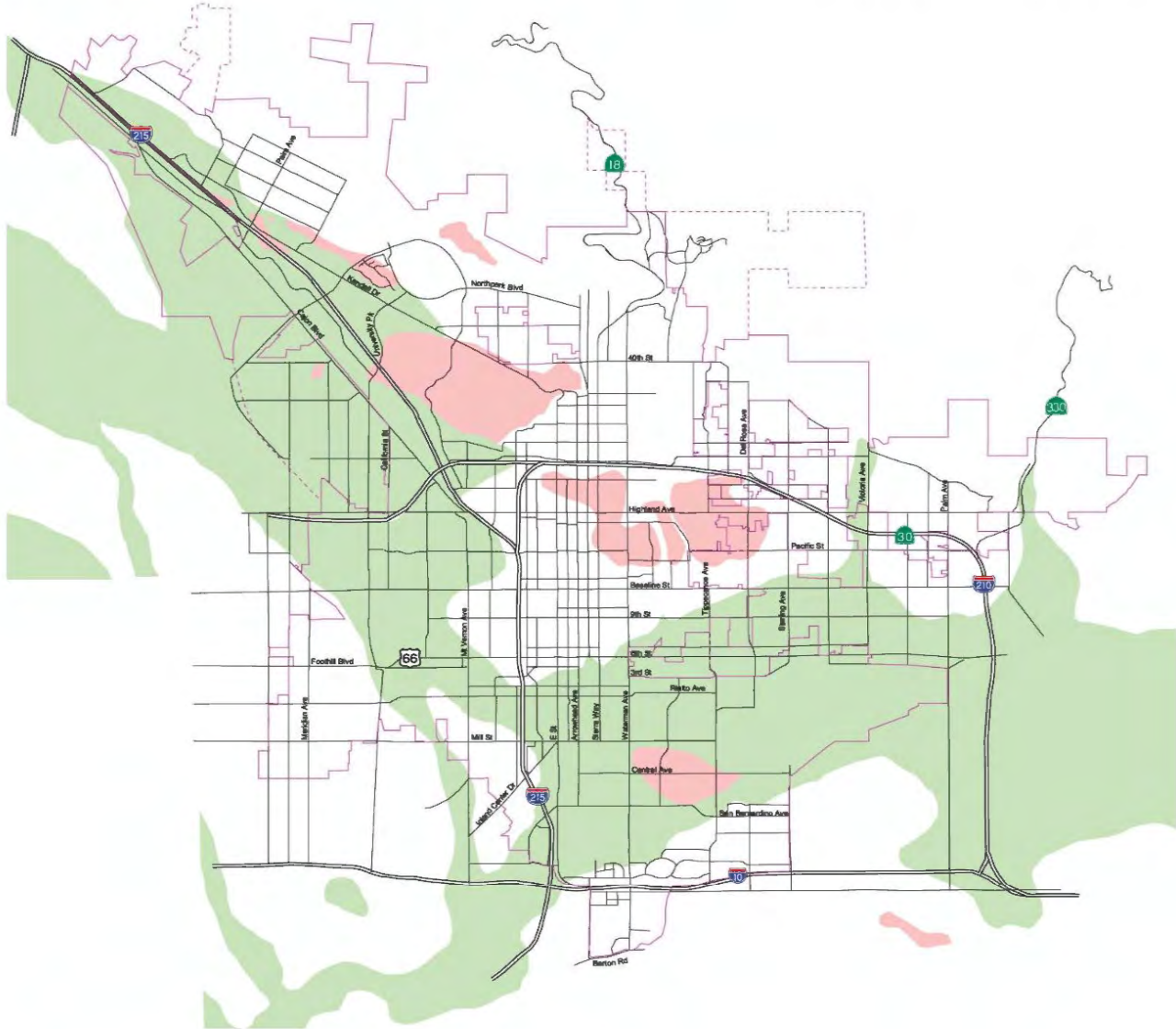
- Limit of Flooded Area with Dam Failure
- City Boundary
- Sphere of Influence Boundary



The City of
SAN BERNARDINO
 General Plan

Figure S-2

Mineral Resource Zones



- MRZ-1
- MRZ-2
- City Boundary
- Sphere Boundary

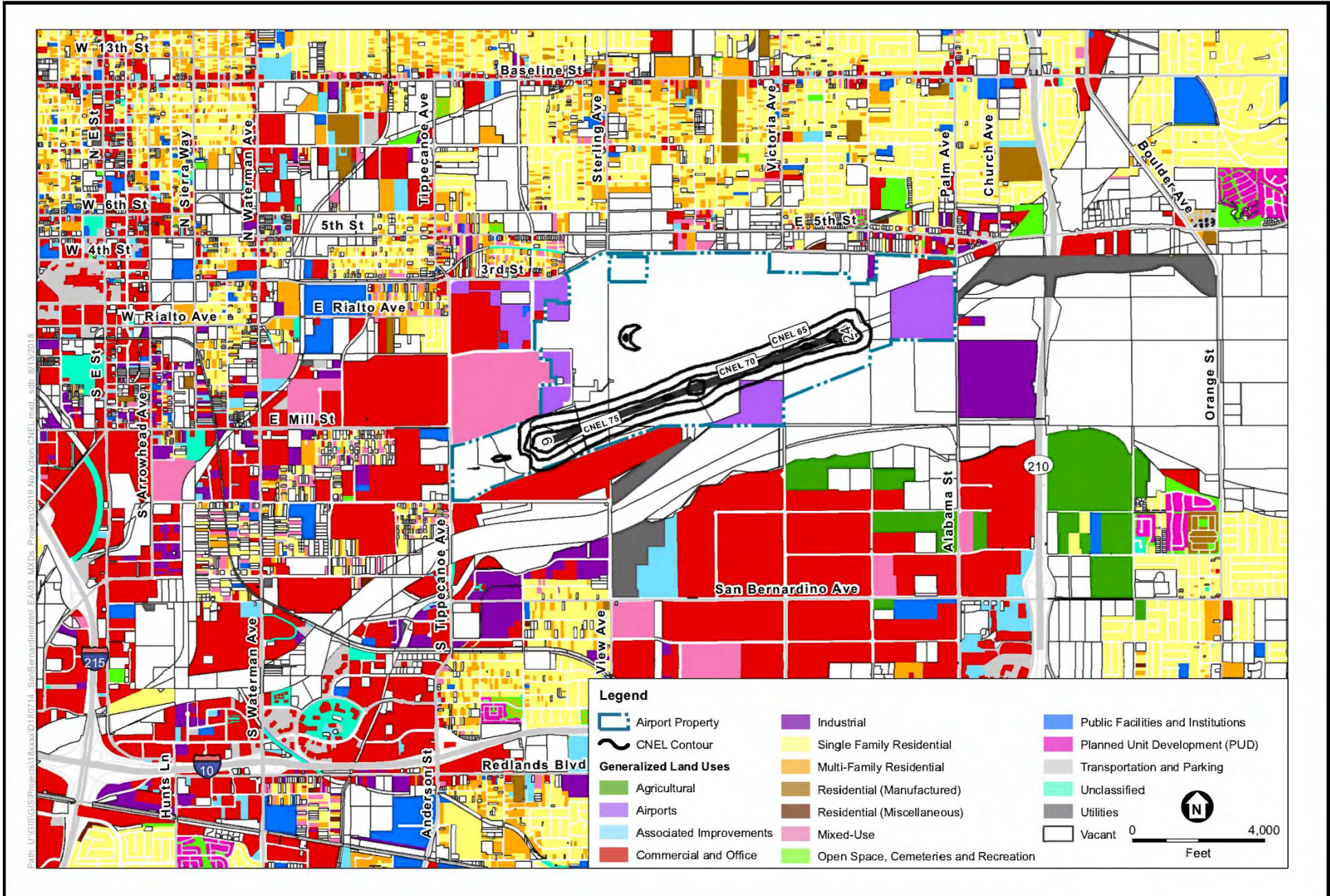
Note: MRZs reflected and refined in the Industrial Extractive (IE) designation.



The City of
SAN BERNARDINO
 General Plan

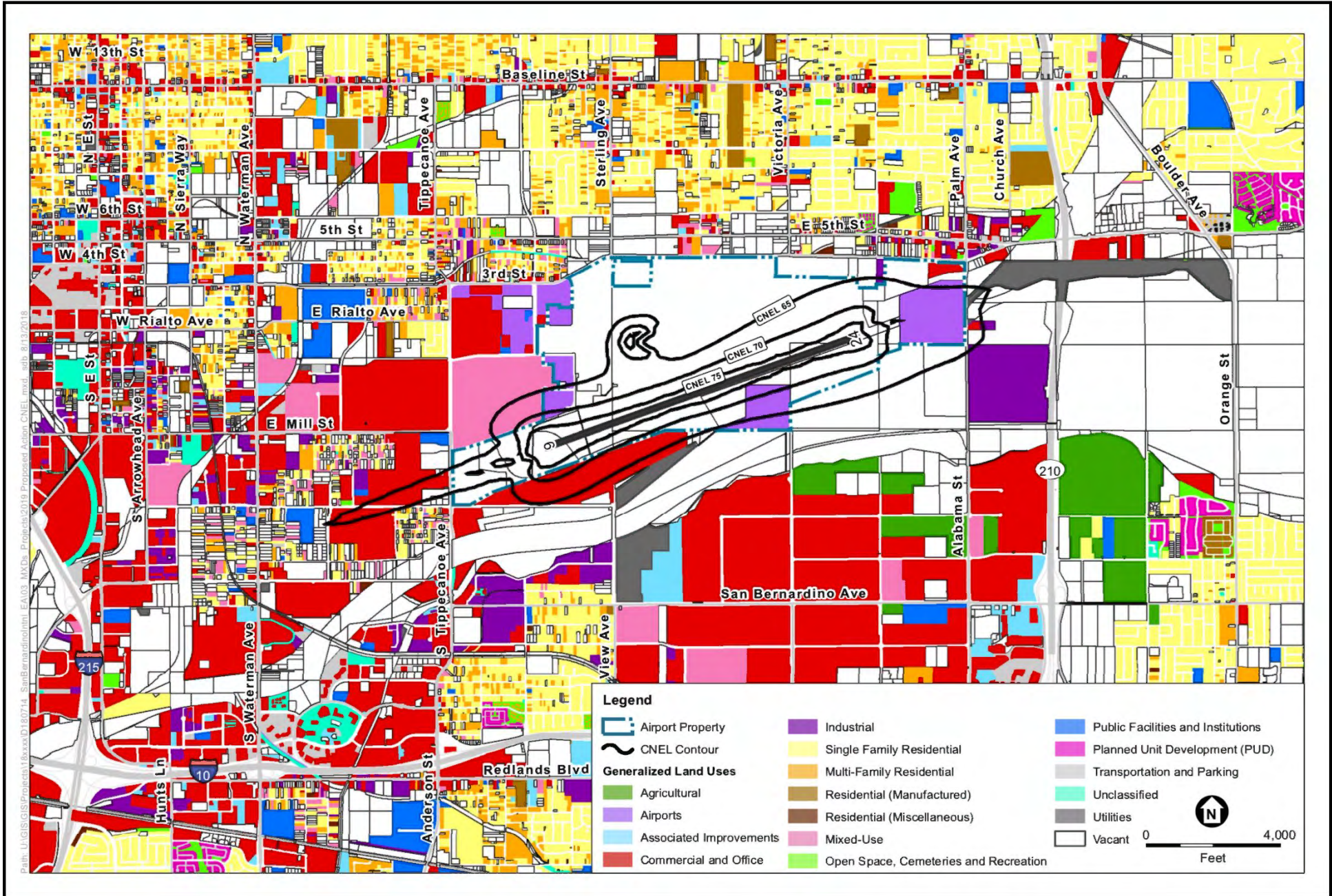
Figure NRC-3

FIGURE XII-1



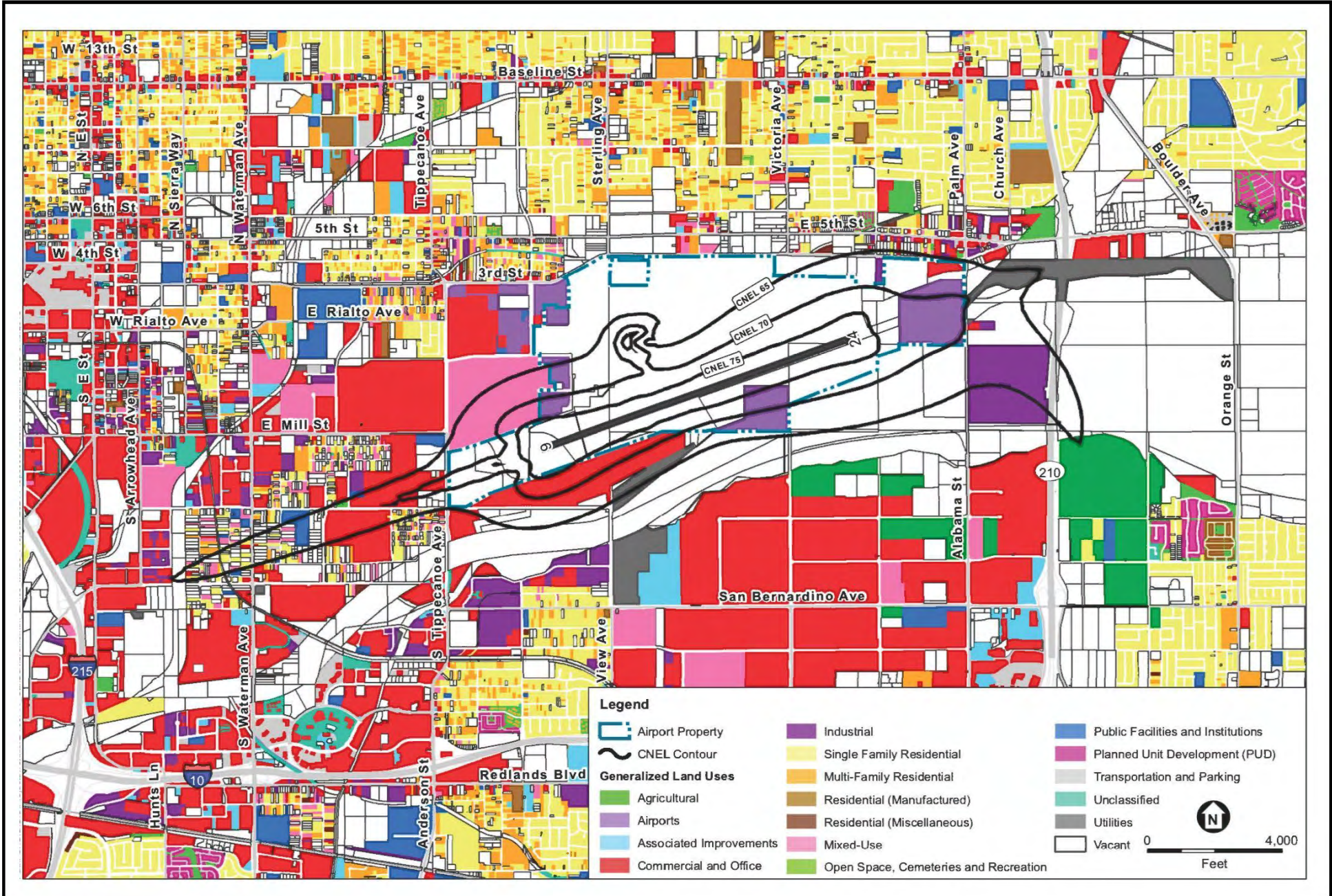
SOURCE: ESA

FIGURE XIII-1



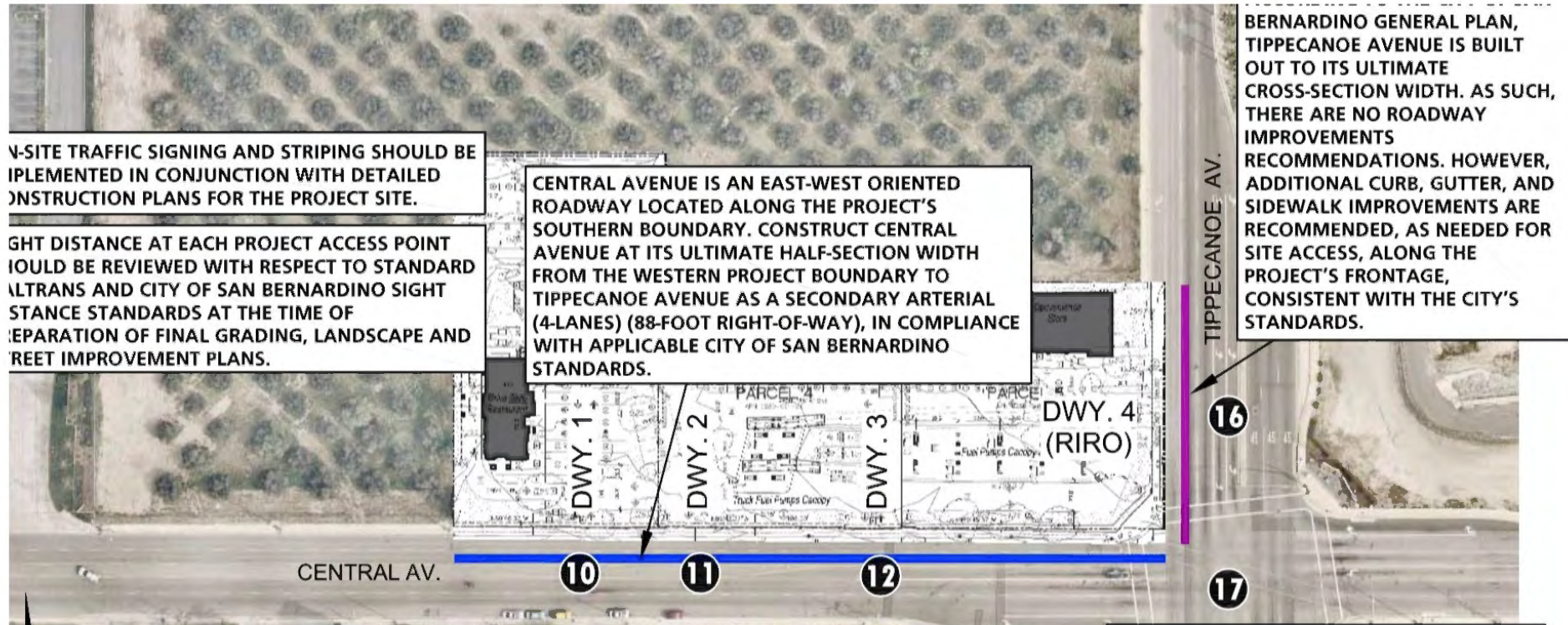
SOURCE: ESA

FIGURE XIII-2



SOURCE: ESA

FIGURE XIII-3



ON-SITE TRAFFIC SIGNING AND STRIPING SHOULD BE IMPLEMENTED IN CONJUNCTION WITH DETAILED CONSTRUCTION PLANS FOR THE PROJECT SITE.

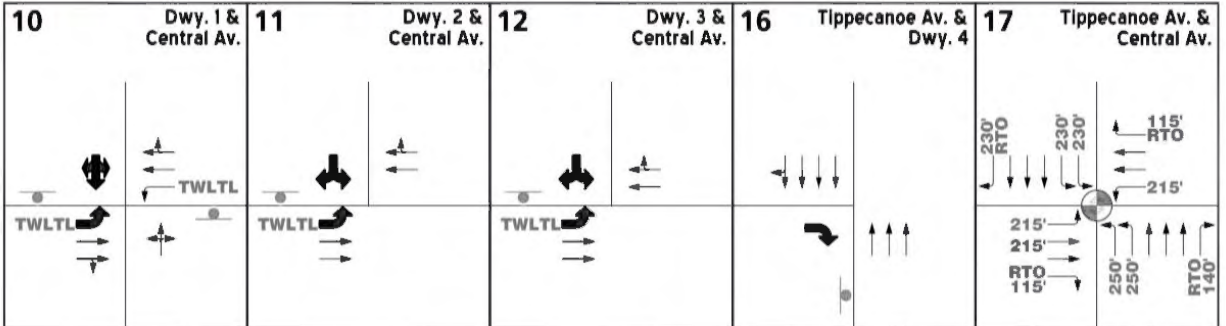
RIGHT DISTANCE AT EACH PROJECT ACCESS POINT SHOULD BE REVIEWED WITH RESPECT TO STANDARD CALTRANS AND CITY OF SAN BERNARDINO SIGHT TRIANGLE STANDARDS AT THE TIME OF SEPARATION OF FINAL GRADING, LANDSCAPE AND STREET IMPROVEMENT PLANS.

CENTRAL AVENUE IS AN EAST-WEST ORIENTED ROADWAY LOCATED ALONG THE PROJECT'S SOUTHERN BOUNDARY. CONSTRUCT CENTRAL AVENUE AT ITS ULTIMATE HALF-SECTION WIDTH FROM THE WESTERN PROJECT BOUNDARY TO TIPPECANOE AVENUE AS A SECONDARY ARTERIAL (4-LANES) (88-FOOT RIGHT-OF-WAY), IN COMPLIANCE WITH APPLICABLE CITY OF SAN BERNARDINO STANDARDS.

BERNARDINO GENERAL PLAN, TIPPECANOE AVENUE IS BUILT OUT TO ITS ULTIMATE CROSS-SECTION WIDTH. AS SUCH, THERE ARE NO ROADWAY IMPROVEMENTS RECOMMENDED. HOWEVER, ADDITIONAL CURB, GUTTER, AND SIDEWALK IMPROVEMENTS ARE RECOMMENDED, AS NEEDED FOR SITE ACCESS, ALONG THE PROJECT'S FRONTAGE, CONSISTENT WITH THE CITY'S STANDARDS.

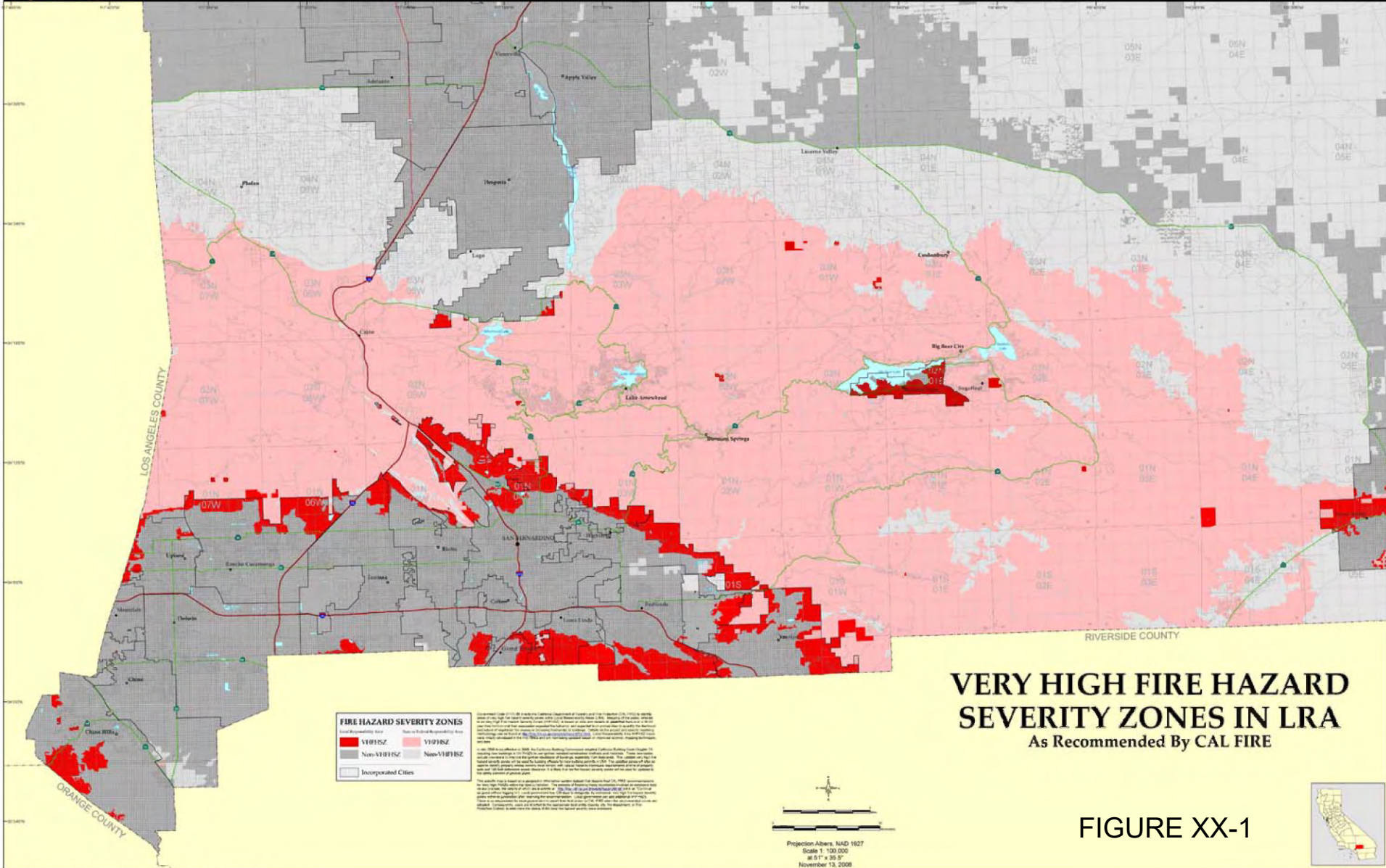
LEGEND:

- = TRAFFIC SIGNAL
- = STOP SIGN
- TWLT = TWO WAY LEFT TURN LANE
- RTO = RIGHT TURN OVERLAP
- DEF = DEFACTO RIGHT TURN
- 150' = MINIMUM TURN POCKET LENGTH
- = EXISTING LANE
- = LANE IMPROVEMENT
- = MAJOR ARTERIAL (100-FOOT R.O.W.)
- = SECONDARY ARTERIAL (88-FOOT R.O.W.)



SOURCE: Urban Crossroads

FIGURE XVII-1



VERY HIGH FIRE HAZARD SEVERITY ZONES IN LRA
As Recommended By CAL FIRE

FIGURE XX-1

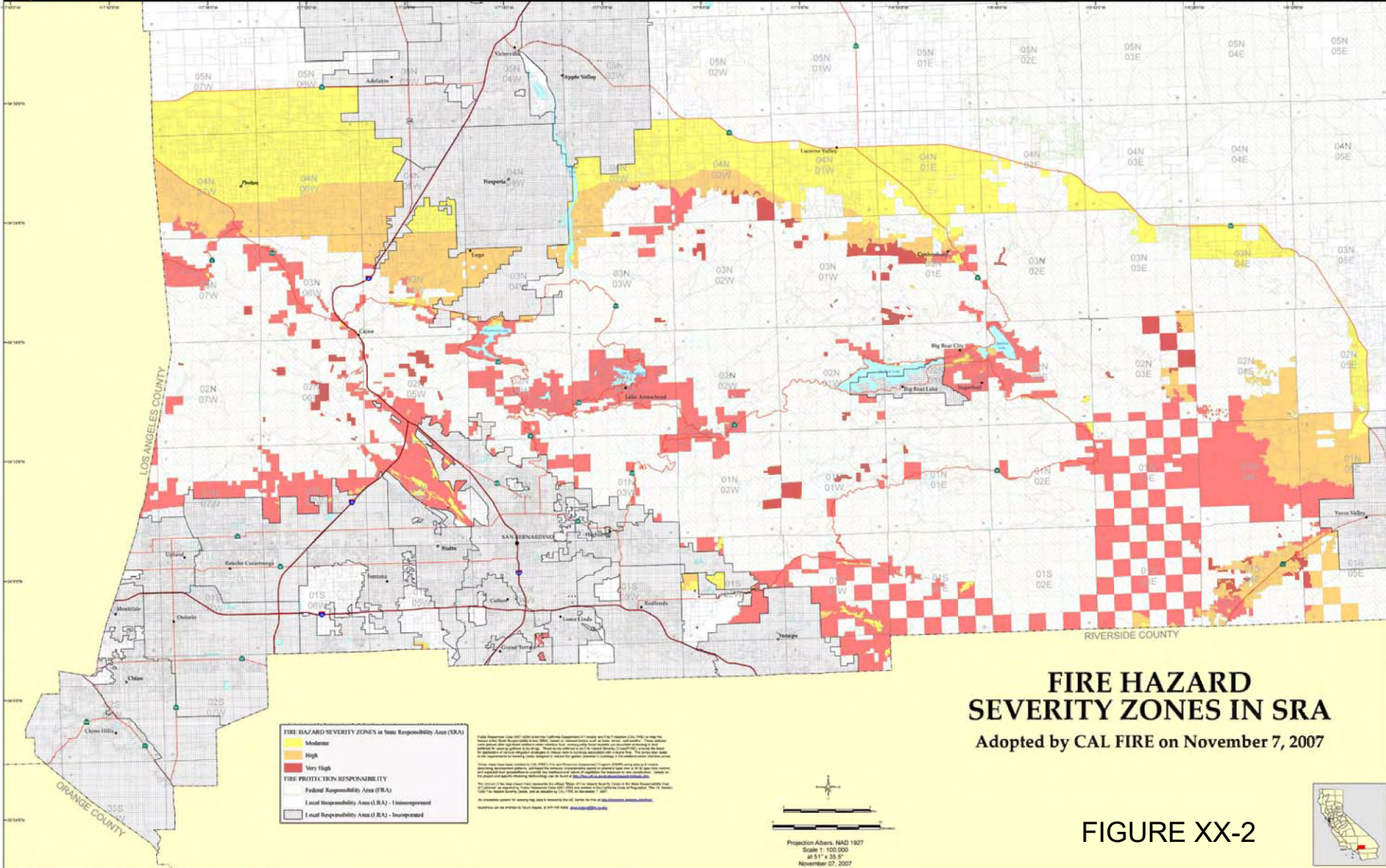


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For more information, contact CAL FIRE FRAP, PO Box 94246, Sacramento, CA 94244-2400, (916) 327-3999.

Arnold Schwarzenegger, Governor,
State of California
Mike Christian, Secretary for Resources,
The Resources Agency
Ruben Grijalva, Director,
Department of Forestry and Fire Protection

Map of FRAP, 2008
DATA SOURCES
CAL FIRE Fire Hazard Severity Zones (FHSD2008_3)
CAL FIRE State Responsibility Areas (SRA08_3)
CAL FIRE Incorporated Cities (Inc0907_3)
PL80 (1:100,000 USGS Land Grants with CAL FIRE GIS)



FIRE HAZARD SEVERITY ZONES IN SRA
 Adopted by CAL FIRE on November 7, 2007

FIRE HAZARD SEVERITY ZONES in some Responsibility Area (SRA)

- Moderate
- High
- Very High

FIRE PROTECTION RESPONSIBILITY

- Federal Responsibility Area (FRA)
- Local Responsibility Area (LRA) - Uninsured
- Local Responsibility Area (LRA) - Insured

Map prepared using GIS data from the California Department of Forestry and Fire Protection (CAL FIRE) and the State of California. CAL FIRE is the lead agency for the State of California's Fire Hazard Severity Zones (FHSZ) program. The State of California is not responsible for any errors or omissions in this map. The State of California is not liable for any damages, including consequential damages, resulting from the use of this map. The State of California is not liable for any damages, including consequential damages, resulting from the use of this map. The State of California is not liable for any damages, including consequential damages, resulting from the use of this map.

Projection: NAD 1983
 Scale: 1:100,000
 at 51" x 35.5"

November 07, 2007



FIGURE XX-2