



# LAND USE SERVICES DEPARTMENT ZONING ADMINISTRATOR STAFF REPORT

**HEARING DATE: MARCH 19, 2026**

**AGENDA ITEM # 5**

<u>Project Description</u>	<u>Vicinity Map</u>
APN: 0328-165-16	
Applicant: RAAA-Architects	
Community: Hilltop / 3 <sup>rd</sup> District	
Location: 32864 Hilltop Blvd., Arrowbear Lake	
Project No: PROJ-2023-00088	
Staff: Elena Barragan	
Rep: Marian McKersie	
Proposal: A Conditional Use Permit to construct and operate an enclosed personal storage facility exclusively for up to 69 boats within a 10,974 square foot structure and use of an existing 1,757 square foot structure as an office on approximately 3.93 acres of a 5.88-acre parcel.	

178 Hearing Notices Sent On: 03/26/2026

Report Prepared By: Elena Barragan

**SITE INFORMATION**

Parcel Size: 5.88 acres  
 Terrain: Predominantly flat at the base of a hill.  
 Vegetation: A moderate growth of native plants, trees, and shrubs.

<b>TABLE 1 – SITE AND SURROUNDING LAND USE DESCRIPTION</b>			
AREA	EXISTING LAND USE	LAND USE CATEGORY	ZONING DISTRICT
Site	Outdoor boat storage	Commercial	General Commercial Sign Control Overlay
North	Residential	Low Density Residential	Single Residential
South	Commercial retail uses	Commercial	Commercial Service
East	Residential	Low Density Residential	Single Residential
West	Vacant Warehouse	Light Industrial	Community Industrial

	<u>AGENCY</u>	<u>COMMENT</u>
City Sphere of Influence:	N/A	N/A
Water Service:	Arrowbear Park County Water	Adequate Service Certification Provided
Sewer Service:	Arrowbear Park County Water	Adequate Service Certification Provided

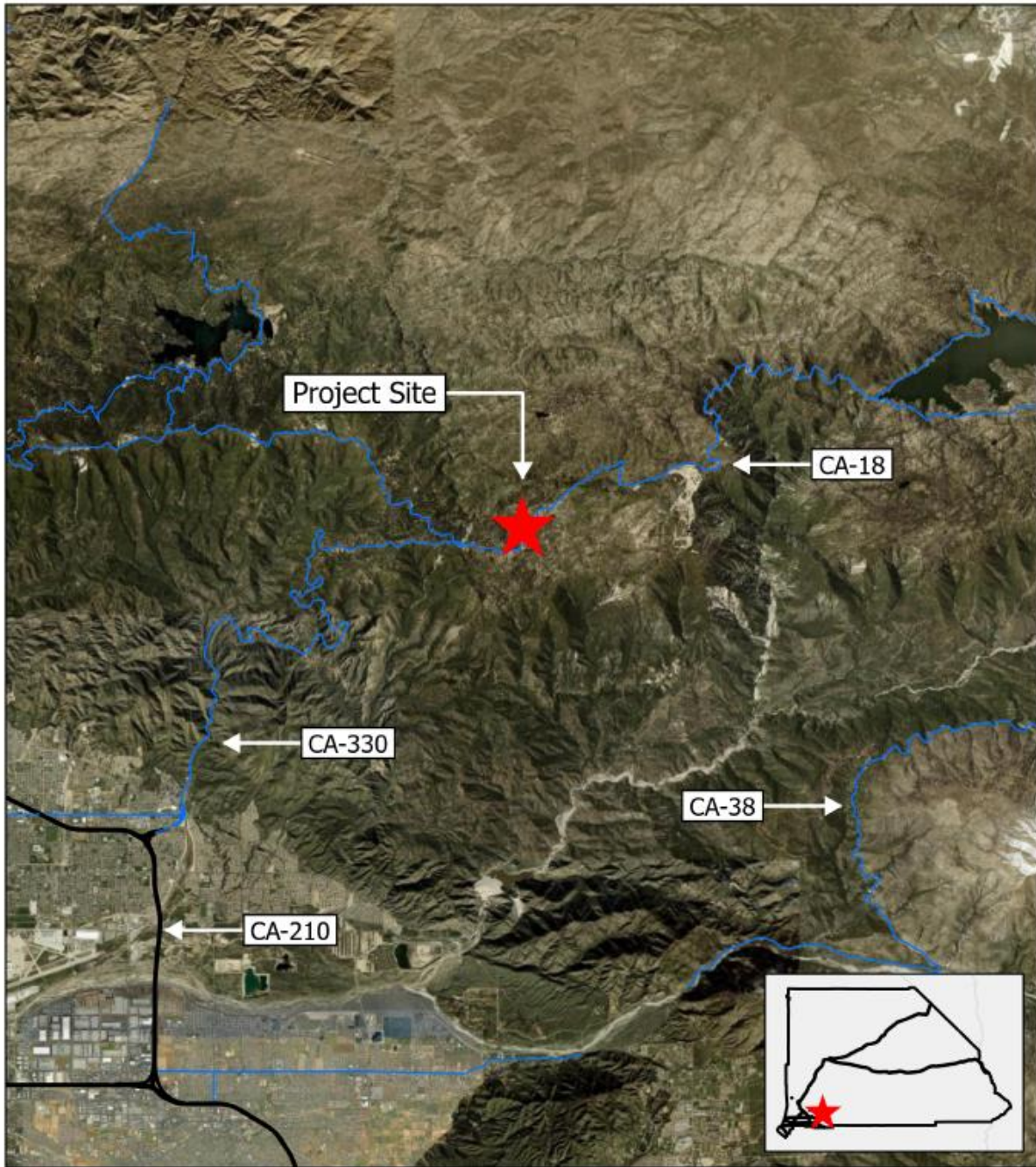
**STAFF RECOMMENDATION:** That the Planning Commission **ADOPT** the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program; **ADOPT** the Findings for approval of the Conditional Use Permit; **APPROVE** the Conditional Use Permit subject to the Conditions of Approval; and **DIRECT** Land Use Services Department to file a Notice of Determination.

Appeal: In accordance with Section 86.08.010 of the Development Code, the action taken by the Planning Commission may be appealed to the Board of Supervisors before its effective date.

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### REGIONAL LOCATION MAP

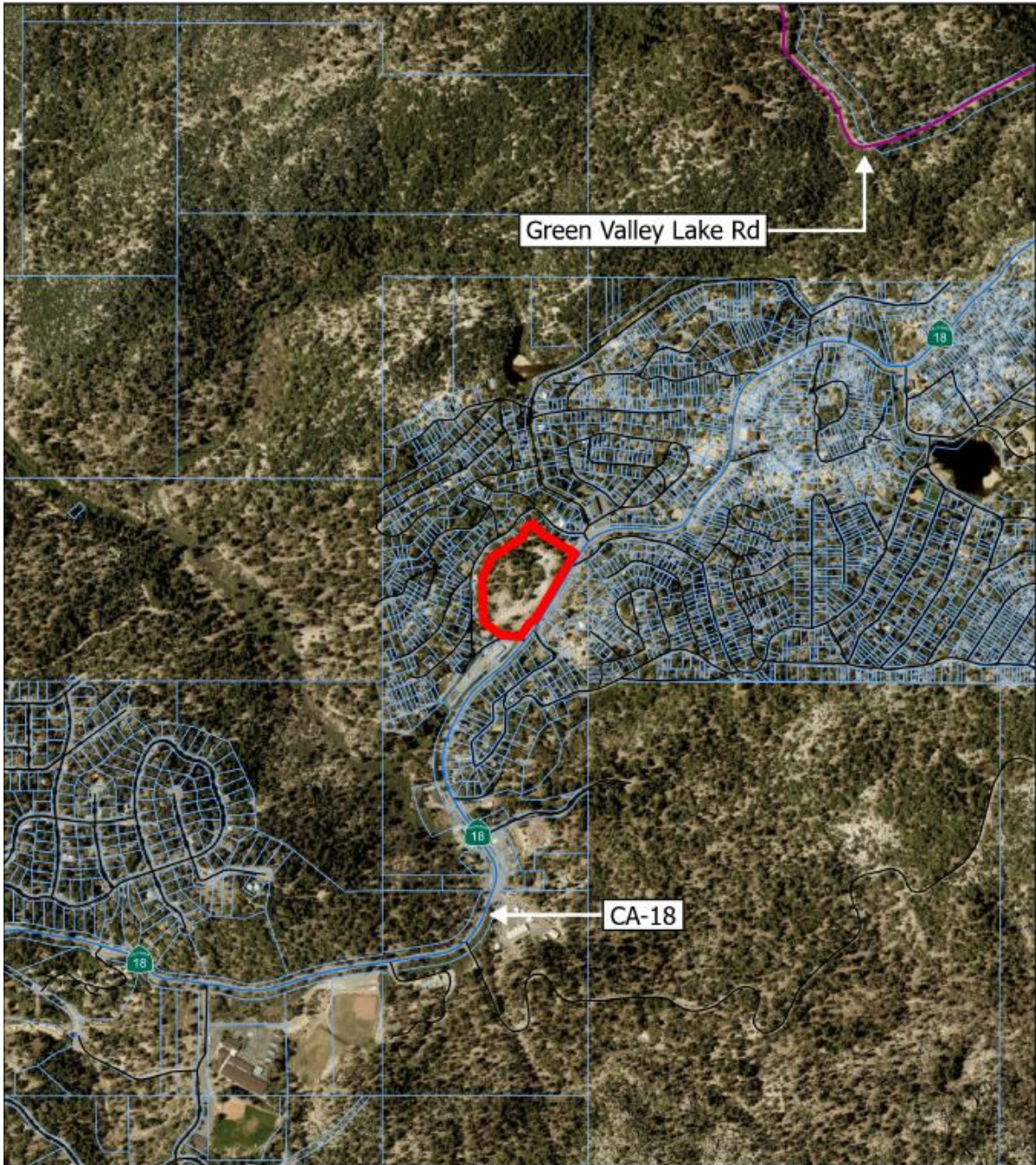


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-  PROJ-2023-00088
-  Freeways and Interstates
-  State Highway

### VICINITY MAP

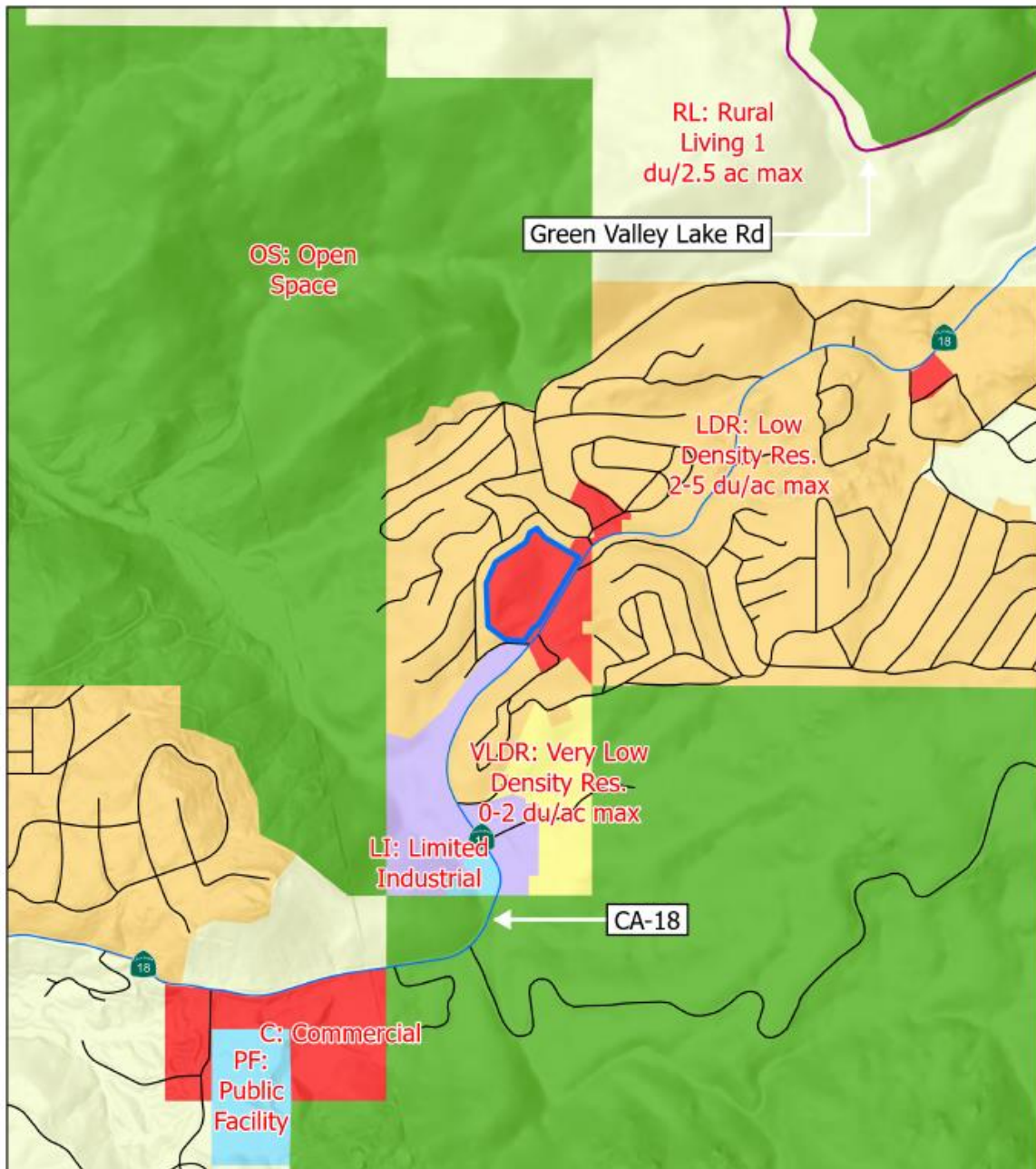


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-  PROJ-2023-00088
-  Parcels
-  State Highway
-  Major Arterial
-  Local

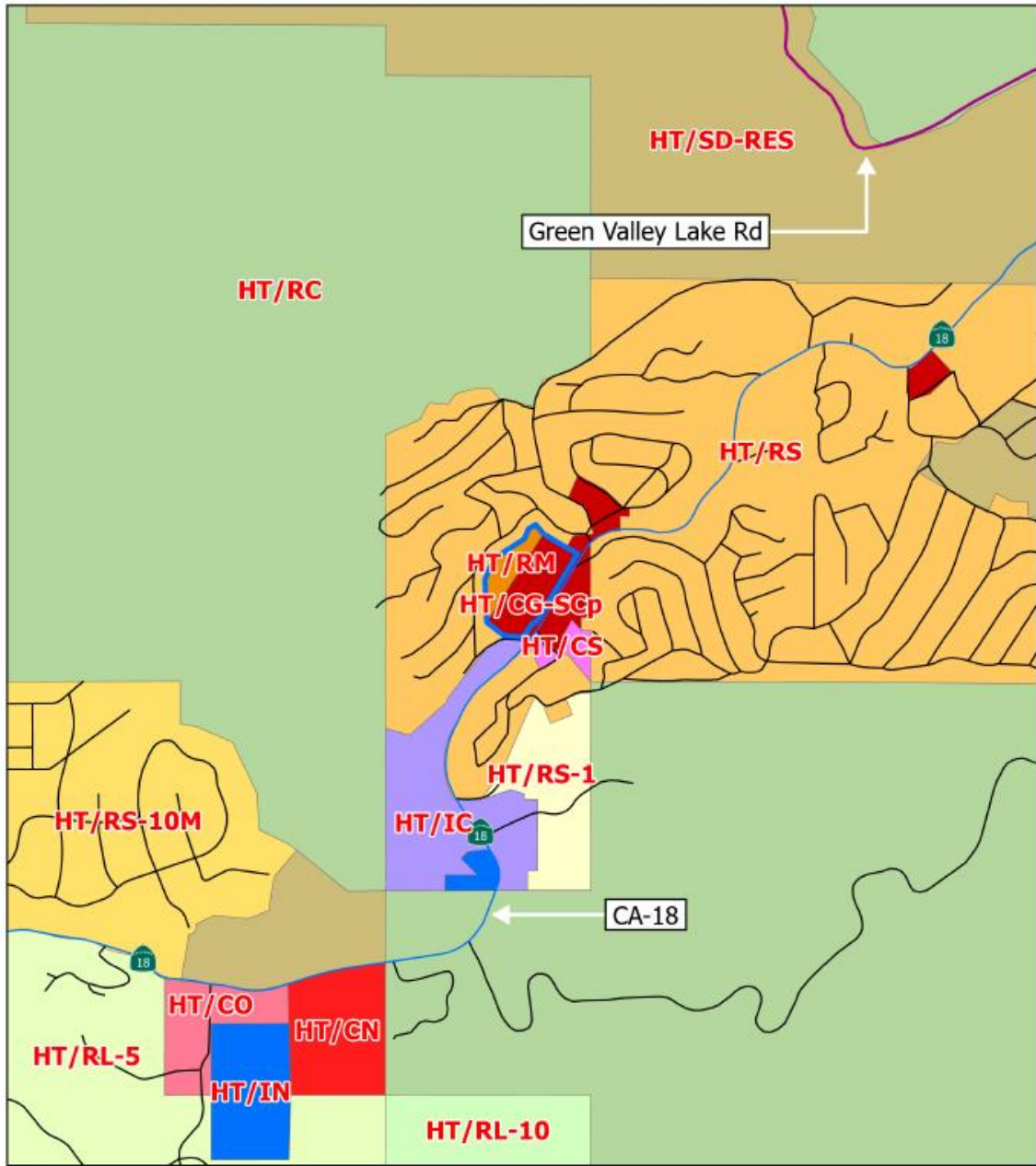
## LAND USE CATEGORIES MAP



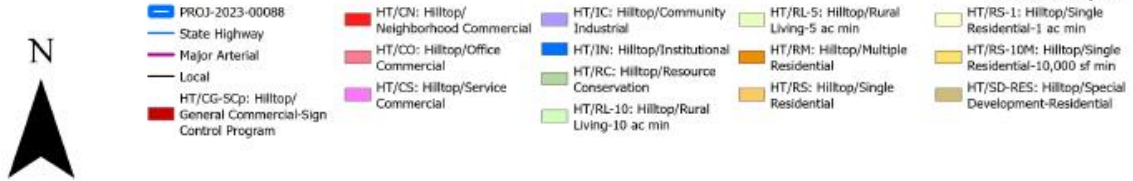
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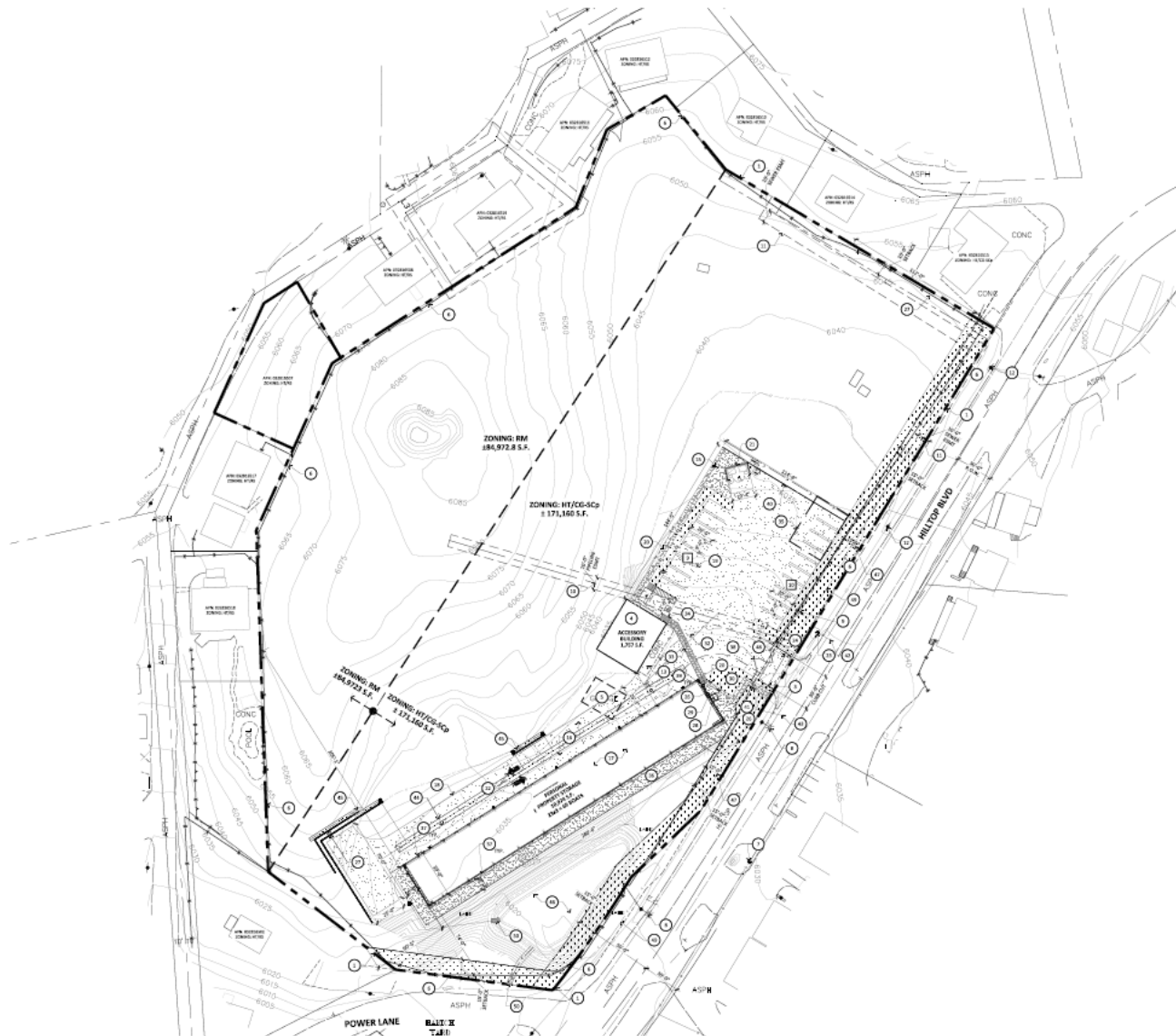
## ZONING MAP



Scale: 1:12,000



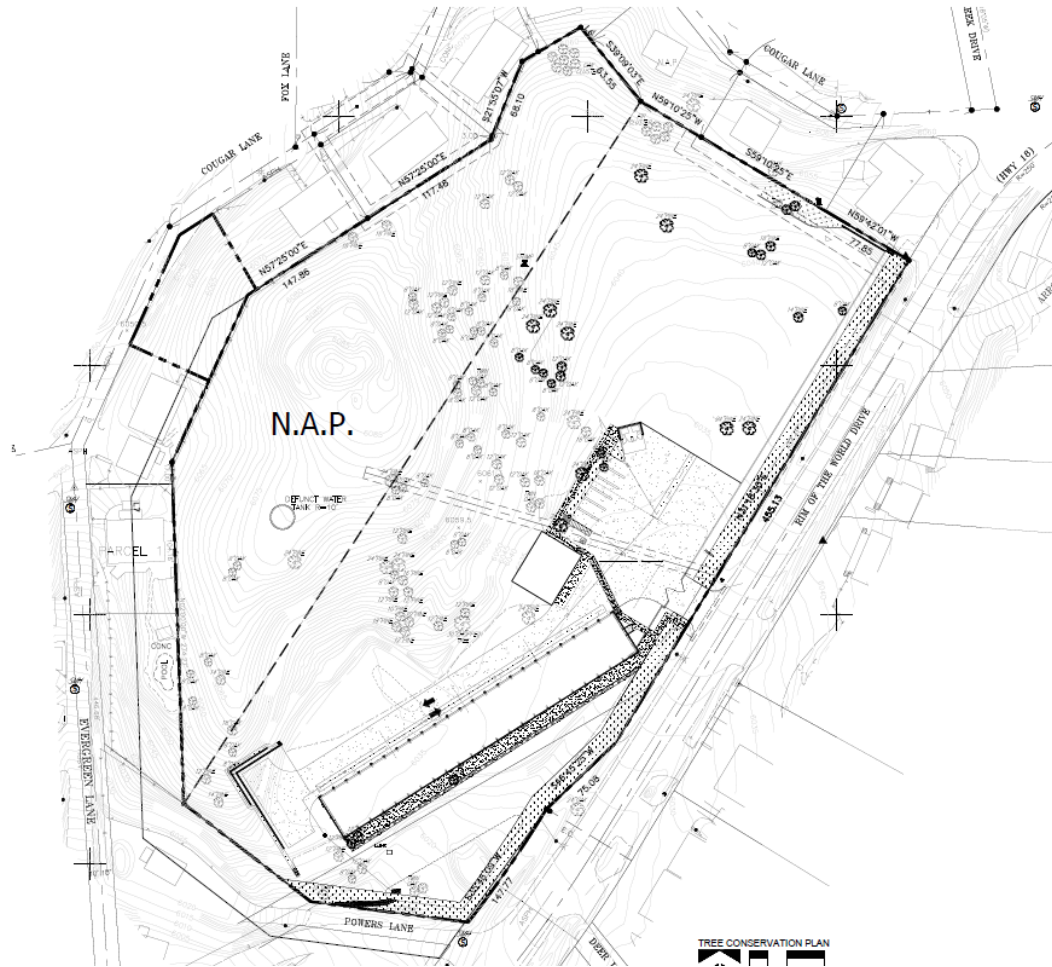
### SITE PLAN



1 SITE PLAN  
SCALE: 1" = 40'-0"



**Proposed Tree Removal**



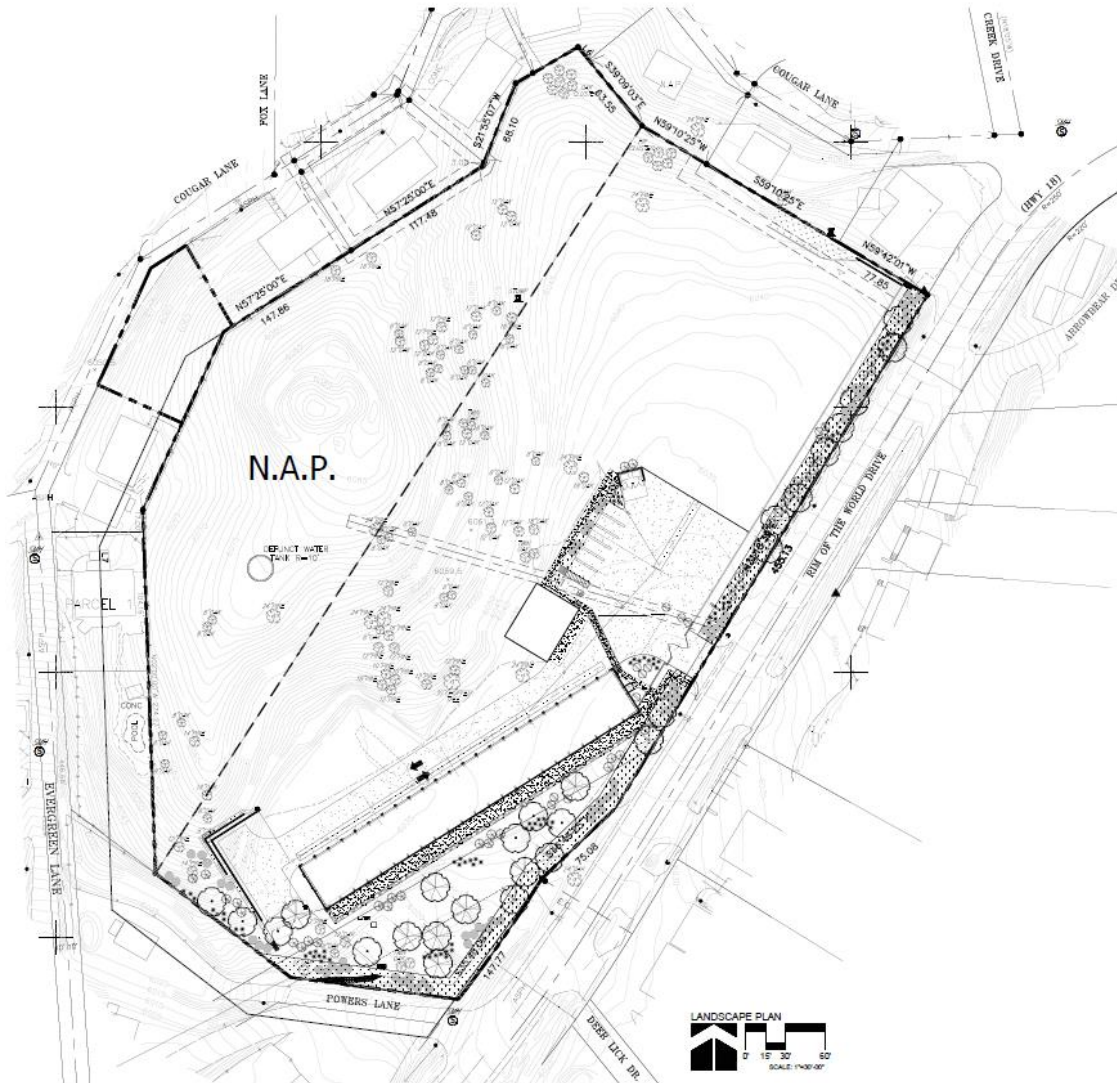
**TREE CONSERVATION LEGEND:**  
 CALIF. TREE  
 TREE BEING REMOVED  
 TREE REMOVAL PERMIT IS REQUIRED  
 TREE BEING PRESERVED  
 PROTECT IN PLACE

**TREE REMOVAL SUMMARY:**  
 OAK TREE  
 CALIFERNI EACH BEING REMOVED: 128'  
 PINE TREE  
 CALIFERNI EACH BEING REMOVED: 272'

TREE CONSERVATION PLAN

\*I agree that this landscape documentation package complies with the landscaping requirements as outlined by Chapter 83.30 of the County of San Bernardino Development Code, as well as any other requirements as outlined in supporting documentation regarding water efficient landscaping requirements provided by the County of San Bernardino.

**CONCEPTUAL LANDSCAPING PLAN**



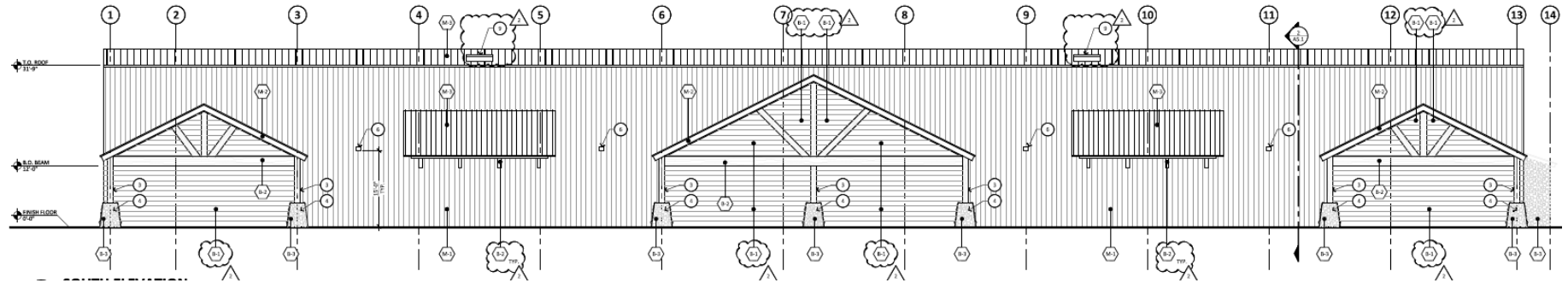
"I agree that this landscape documentation package complies with the landscaping requirements as outlined by Chapter 22.22 of the County of San Bernardino Development Code, as well as any other requirements as outlined in supporting documentation regarding water efficient landscaping requirements provided by the County of San Bernardino."



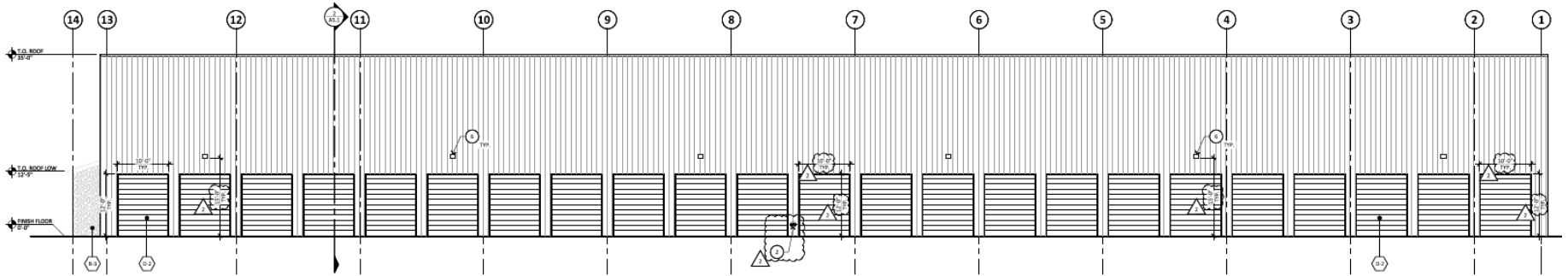
**T.J. MOQUEEN & ASSOCIATES, INC.**  
 LANDSCAPE ARCHITECTURE  
 URBAN DESIGN  
 SITE PLANNING  
 10446 N. 74th Street, Suite 101  
 Burbank, California 91508  
 P: (818) 251-0133  
 www.tjmoqueen.com



**Southern Building Elevation (Hilltop Boulevard/ SR-18)**



**Northern Building Elevation**



## **PROJECT DESCRIPTION AND BACKGROUND:**

The project is proposed to establish a personal storage facility exclusively for indoor boat storage which will include construction of one 10,974 square foot building to be used for storage of up to 69 boats and the use of an existing 1,757 square foot building as an office (Project), in the unincorporated community of Arrowbear Lake. The proposed facility will operate 12 months of the year and require a maximum of 3 employees. Proposed hours of business in the summer months will be 10:00 a.m. to 2:00 p.m. by appointment only. Winter hours (November through April) will be by appointment only. The Project is classified as personal storage facility subject to approval of a Minor Use Permit (MUP). The review authority for a MUP application is the Director with a public hearing, except where the Director refers the application to the Planning Commission for consideration and final action. Due to the level of public interest in the proposed Project, the action on the MUP has been elevated to a Conditional Use Permit (CUP) and has been referred to the Planning Commission.

### Property History

A code enforcement action was initiated on February 13, 2023, CSE-2023-11673, that identified the unpermitted storage of boats and other vehicles on the Project site. On July 21, 2023, the applicant applied for a CUP to legalize the outdoor storage activity by enclosing it. The original project description included a two-phase development for six, multi-level boat storage buildings, with associated maintenance area and office space. The final project description reduced the project scope to establish the use to a single phase with a single structure, subject to a MUP. As part of achieving compliance with the code enforcement action and Development Code, the applicant has applied for a Temporary Use Permit for Interim Operations to use the site for outdoor storage while obtaining the entitlement and associated building permits to formally establish the use. The Temporary Use Permit allows up to 69 boats for outdoor storage and must be removed at either the time of building occupancy, or at the end of twelve months, whichever occurs first.

### Project Components

The Project site is within the Commercial (C) General Plan Land Use Category designation and has a split Land Use Zoning District with General Commercial-Sign Control Overlay (CG-SCp) and Multiple Residential (RM) designations. The development of the site will take place entirely on the portion of the lot that is zoned CG-SCp. The use of a personal storage facility, specifically for boat storage, requires review and approval of a MUP with a public hearing for projects with less than 80,000 square feet of structures. The Project will include (Exhibit D Site Plan):

- 10,974 square foot boat storage building.
- Approximately 127,242 square feet of landscaping.
- New lighting, signage, and fencing in compliance with County requirements.
- New driveway and improvements to Hilltop Boulevard.
- 18 parking spaces, including 1 ADA compliant space.
- Demolition of existing garage.
- Drainage infrastructure/detention basin.
- Use of an existing 1,757 square foot building as an office.

## **PROJECT ANALYSIS:**

### Site Planning:

The proposed Project would be constructed on a portion of a parcel zoned General Commercial, Sign Control Overlay (CG-SCp), with frontage along SR-18. Primary access is currently provided by the existing gravel driveway directly from SR-18/Hilltop Boulevard which is proposed to be graded

and paved with concrete. The development occurs predominantly on the southwest corner of the site adjacent to the intersection of Powers Lane and Hilltop Boulevard/SR-1. A garage will be demolished, and the 1,757 square foot structure will remain for ancillary office services. The proposed storage building is designed to store a maximum of 69 boats utilizing a three-tiered racking system. Due to the length of the building, the operational space requirements, the front setback, and the visual preference to face the loading doors to the rear, the building location on the site is limited to the proposed location. Once brought to the site, the boats are parked on the ground level, or a forklift is used to place boats on the upper racks. The primary season is during the late Fall and early Winter months when boats are taken off the lake for safe storage. Boats are currently stored outdoors, the applicant has applied for a Temporary Use Permit for Interim Operations, the outdoor storage of boats would be allowed for a period of 12 months before requiring the boats to be stored indoors or removed from the site.

The Project site is characterized by relatively flat topography along the roadway, transitioning to steeper topography at the midpoint of the property. The proposed development is located at the base of the hill and would not obstruct the views from those residences located on the higher elevations. SR-18 is a County Scenic Route and Eligible State Scenic Highway. Conditions of Approval are included to keep the trees on the northwestern side of the Project site, further limiting tree removal to approximately three trees and is required to obtain a tree removal permit prior to land disturbance. The architectural design of the proposed building uses a natural color scheme and integrates rough sawn wood columns with stone bases and wood beams similar to structures on the south side of SR-18.

Scenic Highway:

Development Code Section 82.19.040 applies to the Open Space Overlay area and an area extending 200 feet on both sides of the ultimate road right-of-way of State and County designated Scenic Highways as identified in the General Plan. While the Project is not located within an Open Space overlay, SR-18 is a County Scenic Route and Eligible State Scenic Highway. The Initial Study determined that the proposed Project would not have a significant negative impact on the scenic values of the subject parcel. The scope of work has significantly reduced size by proposing a single 10,974 structure approximately 35 feet tall. The Initial Study concludes that it will not detract from the visual setting or obstruct significant views. The development proposal will still retain a large area of natural open space and preserve several native trees. The proposed commercial development has been designed to maximize visual attributes of the natural vegetation and terrain and conditions of approval are in place to retain the trees on the eastern side of the lot. There is a single access drive from SR-18. The parking area will be screened with an additional 15 feet of landscaping at the front of the property, also enhancing the visual aesthetic along the roadway, and the project conditions of approval will prohibit outdoor storage on the site. The proposed development will include installation of a fire hydrant and extension of the water line as part of conditions of approval from Arrowbear Lake Fire Department and Arrowbear Park County Water District. Grading of the site is limited to the expansion of the building pad and two retaining walls at the base of the hill at the rear of the proposed building. Timber harvesting is not proposed as part of the project. With approval of the CUP to construct the storage facility and the associated conditions of approval, the current outside storage operations will cease. There are no signs proposed as part of this development, and any signage will require compliance with Development Code section 82.19.040(l) and Chapter 82.21.

Landscaping:

The General Commercial zone requires a minimum area of 20% of the site to be landscaped. The 15-foot front yard setback will be landscaped and serve as a partial screen of the views into the site. The total landscaping provided, including the natural forested area, is approximately 74%, exceeding

the required minimum. The proposed landscaping for the Project is approximately 127,242 square feet mix of fire-resistant trees and shrubs such as Austrian Pine and Orange Firethorn. Additionally, the Project includes a 1.95-acre preservation area on the northern portion of the site to conserve existing vegetation.

Code Compliance Summary: The proposed Project satisfies all applicable standards of the County Development Code for development within the General Commercial, Sign Control Overlay (CG-SCp) zoning district in the Mountain Region, as summarized below in Table 2.

**TABLE 2: Code Compliance Summary**

Project Component	San Bernardino County Development Code		Project Plans	
Personal Storage (Boat Storage)	Minor Use Permit		Conditional Use Permit	
Parking	18 spaces		19 spaces	
Minimum Landscaping	20 percent		74%	
Building Setbacks	Front	15 feet	Front	15 feet
	Street Side	15 feet	Street Side	15 feet
	Side	10 feet	Side	Exceeds 10 feet
	Rear	10 feet	Rear	Exceeds 10 feet
Maximum Building Height	35 feet		35 feet	

Consistency with Countywide Plan: The Project has been determined to be consistent with the Countywide Plan’s Policy Plan. Specifically, Policy LU-2.4, Land Use Map consistency, in that no proposed change in land use category or zoning district is required and the Project is therefore considered generally compatible and consistent with surrounding land uses and the community’s identity. The proposed use of a personal storage for indoor boat storage is a permissible use within the General Commercial zoning district with a MUP and in this case was elevated to a CUP.

The Project is also consistent with Policy LU-4.5, community identity, because the development is conditioned to preserve additional trees, and has updated the color scheme to be more consistent with the mountain region. The project also incorporates the values of the community. Specifically, the Project is consistent with the Hilltop Communities Action Guide (CAG) Focus Statement E: *improve the appearance of the community*. The Project has incorporated existing examples of mountain design with the proposed structure. The design of the structure provides the first opportunity for development since the development code was implemented in 2007. The bay doors are oriented to the interior of the lot, the south side of the structure includes architectural interest for motorists, residents, and tourists by providing a mix of materials such as Hardie board, sawn wood outriggers, and stone veneers which adds to the community’s character. The Project is also consistent with the CAG’s Community Focus Statement F: *Provide a Thriving and Vibrant Local Small Business Environment*. The Project serves to provide a local commercial activity that will benefit residents and tourists in the area. It provides a safe enclosed location for storage of boats off Lake Arrowhead and Big Bear Lake.

Overall, while the Project introduces a new commercial use, the environmental mitigation efforts demonstrate a consideration for the community's desire to preserve its natural character. The Project

is generally in line with the CAG's goals of encouraging commercial uses and improving traffic, while attempting to mitigate its environmental impacts (Exhibit B).

**TABLE 3: COUNTYWIDE POLICY PLAN CONSISTENCY**

<b>Policy LU-1.2: Infill Development</b>	<b>Consistency</b>
We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.	The Project is proposed on an existing underutilized lot where public services and infrastructure are available. The site is located near Lake Arrowhead, Big Bear Lake, and Green Valley Lake which will assist in providing convenient storage of boats during the winter season.
<b>Policy LU-2.1: Compatibility with Existing Uses</b>	<b>Consistency</b>
We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.	The Project has been designed to be consistent with the current scale of development in the area. The site is buffered by an existing hillside, and additional landscaping so as not to hinder the continuity of existing development. The structure is designed in a similar manner as the adjacent commercial uses, incorporating rough sawn wood columns with stone bases and wood beams.
<b>Policy LU-2.3: Compatibility with Natural Environment</b>	<b>Consistency</b>
We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.	The Project proposes to keep the majority of the trees onsite and has condensed development to the southwest area of the lot. The Project site is located at the base of a hill and would does not include any alteration to prominent landmarks or topography.
<b>Policy LU-2.4: Land Use Map Consistency</b>	<b>Consistency</b>
We consider proposed development that is consistent with the Land Use Map, to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.	The Project does not include a zone change or general plan amendment. The use of a personal storage facility for indoor boat storage is an allowed use with review and approval of a MUP. The Project is consistent with the development standards for the CG Mountain Region.
<b>Policy LU-2.5: Hillside Preservation</b>	<b>Consistency</b>
We require that new development in sloping hillside areas preserve the natural character of the surrounding environment and does not further exacerbate natural hazards or erosion.	The Project prepared a Geotechnical report that includes recommendations for slope protection and maintenance to reduce long term erosion.
<b>Policy LU-2.10: Unincorporated Commercial Development</b>	<b>Consistency</b>
We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled	The Project is a needed use specifically serving the mountain community area for residents and tourists. The indoor storage of boats assists in providing safe, enclosed storage of boats during the winter months. The development is located in a developed area of Arrowbear Park and traffic

with new development directed into existing centralized areas when possible.	impacts are anticipated to be less than significant.
<b>Policy LU-4.1 Context Sensitive Design in the Mountain/ Desert Region</b>	<b>Consistency</b>
We require new development to employ site and building design techniques and use building materials that reflect the natural mountain or desert environment and preserve scenic resources.	The proposed buildings are designed to be compatible with the surrounding mountain landscape. Tree removal is limited to what is necessary for the project development, the majority of trees will remain. Additionally, no prominent landforms such as the hillside at the rear of the property, will be altered.
<b>Policy LU-4.2 Fire-Adapted Communities</b>	<b>Consistency</b>
We require new development in high or very high fire hazard severity zones to apply fire-resistant design techniques, including fuel modification areas, fire resistant landscaping, and fire-resistant building materials.	The Project is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone. All projects in fire hazard severity zone shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Section 23.0301.
<b>Policy LU-4.4 Natural Topography in the Mountain Region</b>	<b>Consistency</b>
We require new development in the Mountain region to retain natural topography and minimize grading unless it is necessary to reduce exposure to natural hazards.	The scope of the construction work will consist of minimal site clearing, site preparation, various utility improvements, and installation of the modular structures with on-site parking and circulation.
<b>Policy LU-4.7 Dark Skies</b>	<b>Consistency</b>
We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.	The Project will be designed to adhere to San Bernardino County Development Code Section 83.07.040(a) Glare and Outdoor lighting – Mountain and Desert Regions, and demonstration of compliance will be required prior to issuance of a building permit.

**ENVIRONMENTAL REVIEW:**

California Environmental Quality Act (CEQA): A Notice of Availability/ Notice of Intent to adopt a Mitigated Negative Declaration (MND) was advertised and distributed for public review and comment for a 30-day period from December 5, 2025, through January 5, 2026. There were 23 public comments received in response to the Initial Study. Eight letters of opposition were received, along with a petition with 87 signatures. Fifteen letters of support have also been received. The comments from Friends of Arrowbear, the San Gorgonio Chapter, and San Bernardino Mountains Group of the Sierra Club identified concerns related to the land use and application type, hydrology, aesthetics, biological resources, and transportation. (Exhibit F)

Responses to comments (Exhibit G) will be incorporated as Appendix I to the MND. Non-substantive text changes not arising to recirculation have been included in the MND related to reduction of tree

removal, correction of a typo, identification of specific types of trucks, and removal to reference of an evacuation plan as it is not required per the Development Code. Based on the MND, the Project is determined to have a less than significant impact with mitigation incorporated. Implementation of mitigation measures would reduce impacts to below a level of significance for biological resources, cultural resources, and tribal cultural resources. A Mitigation Monitoring and Reporting Program has been incorporated into the project and is included as Exhibit C. The mitigation measures address the following topics: Biological Resources, Cultural Resources, and Tribal Cultural Resources. These topics are further summarized below.

- Mitigation Measure BIO-1 is recommended to reduce potential impacts to nesting birds to less than significant.
- Mitigation Measure CR-1, CR-2, CR-3, CR-4 and TCR-1, TCR-2 will be implemented for the potential discovery of archaeological and cultural resources during ground disturbance.

Tribal Consultation: Pursuant to AB-52 the County mailed notification to the following tribes: 29 Palms Band of Mission Indians, Colorado River Indian Tribes, Fort Mojave Indian Tribe, Morongo Band of Mission Indians, San Gabrieleno Band of Mission Indians, and Yuhaaviatam of the San Manuel Nation. A response was received from Yuhaaviatam of the San Manuel Nation requesting additional mitigation measures for Cultural Resources and Tribal Cultural Resources for archaeological and tribal monitoring, worker environmental awareness and treatment of cultural resources during Project implementation.

## **PUBLIC COMMENTS AND NOTICES**

Project notices were sent to surrounding property owners and interested agencies on April 14, 2025. One letter of opposition, and two inquiries were received. The letter of opposition included concerns related to illegal grading, tree cutting, and noise and aesthetics related to the outdoor storage of the boats. With the review and approval of the Conditional Use Permit, the boats will be moved indoors, construction is required to be in compliance with the conditions of approval and the noise standards identified in Development Code Section 83.01.080, and tree removal will require a tree removal permit.

### **Community Meetings**

The applicant held three community meetings, on January 28, 2026, January 29, 2026, and March 11, 2026. At the meetings the applicant provided general information about the Project and took questions from the community. Questions regarding building siting, water, land use classification, land use application, height of structure, types of vehicles used, school bus drop off, potential mural, potential other events to be hosted onsite, hazardous materials, fire safety and the number of boats were addressed.

From the input received the applicant revised the color of the structure and has stated that they are open to events being hosted onsite from other vendors. The project has also since been conditioned to reduce tree removal to only where the structure is proposed and retain the trees on the northeast side of the lot. The community was also advised that due to the amount of opposition received on the Initial Study, the director elevated the project to a Conditional Use Permit and would now be reviewed by the Planning Commission. In response to building siting, and height of structure, the location of the structure is proposed where the structure can feasibly orient the bay doors to the interior of the property, preserving a larger open area and retaining additional trees on the northwest side of the property. The proposed structure is one of several structures that are over 25 feet in height in the Arrowbear area. The community was also informed that boats do not fall under the definition

of recreational vehicles per the development code section 810.01.200(I), Recreational Vehicle, “a motor home, travel trailer, truck camper or camping trailer, with or without self-propelled motive power, designed for human habitation for recreational or emergency occupation, and that may be moved upon a public highway without a special permit or chauffeur’s license or both without violating any provision of the California Vehicle Code”. The applicant clarified that the types of vehicles used are a Dodge Ram 1500 and an F250 to bring the boats to the site. Although the site is not within a Water Quality Treatment Area, the project is designed to capture and infiltrate 100 percent of the water quality design capture volume. The project has received conditions of approval from Arrowbear Fire Department and Arrowbear Park County Water District and will be developed according to the California Building Code and the California Fire Code. The applicant incorrectly identified that the Project would include indoor and outdoor storage of boats in perpetuity and that 225 boats would be stored onsite. The application includes approval of a site plan for indoor storage of up to 69 boats. A Temporary Use Permit for Interim Operations has been applied to allow up to 69 boats outdoors for a maximum period of 12 months. To be provided building permit occupancy, the outdoor storage of boats will be required to be stored wholly indoors.

**NOTICE OF HEARING**

On March 26, 2026, a Notice of Hearing was mailed to a radius of 300 feet, as required by Section 86.07.020 of the Development Code. One public comment has been.

**REQUIRED FINDINGS FOR REQUESTED ACTIONS**

Pursuant to Development Code Section 85.06.040 the supporting facts for the required findings for the CUP are provided in EXHIBIT A.

**RECOMMENDATION:** That the Planning Commission:

- 1) **ADOPT** the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
- 2) **ADOPT** the Findings for approval of the Conditional Use Permit;
- 3) **APPROVE** the Conditional Use Permit to construct and operate an enclosed personal storage facility exclusively for up to 69 boats within a 10,974 square foot structure and use of an existing 1,757 square foot structure as an office on approximately 3.93 acres of a 5.88-acre parcel, subject to the Conditions of Approval; and
- 4) **DIRECT** Land Use Services Department to file a Notice of Determination in compliance with the California Environmental Quality Act.

**ATTACHMENTS:**

- EXHIBIT A:** Findings
- EXHIBIT B:** Conditions of Approval
- EXHIBIT C:** Mitigation Monitoring and Reporting Plan (MMRP)
- EXHIBIT D:** Site Plan
- EXHIBIT E:** Initial Study / Mitigated Negative Declaration
- EXHIBIT F:** Public Comments

**EXHIBIT G:** Response to Comments, Appendix I

# **EXHIBIT A**

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**FINDINGS: USE PERMIT**

**Conditional Use Permit (CUP) to construct and operate an enclosed personal storage facility for up to 69 boats within a 10,974 square foot structure and use of an existing 1,757 square foot structure as an office (Project) on approximately 3.93 acres of a 5.88-acre parcel (Project site).**

The following are the required findings, per the San Bernardino County Development Code (Development Code) Section 85.06.040(a), and supporting facts for approval of the Conditional Use Permit:

**1. THE SITE FOR THE PROPOSED USE IS ADEQUATE IN TERMS OF SHAPE AND SIZE TO ACCOMMODATE THE PROPOSED USE AND ALL LANDSCAPING, LOADING AREAS, OPEN SPACES, PARKING AREAS, SETBACKS, WALLS AND FENCES, YARDS, AND OTHER REQUIRED FEATURES PERTAINING TO THE APPLICATION.**

The Project consists of a 5.88-acre site. The property is split zoned between Multiple Residential (RM) and General Commercial – Sign Control overlay (CG-SCp). The proposed use is adequate in terms of shape and size to accommodate the required landscaping, loading areas, open spaces, parking and setbacks for the development. The location of the structure allows retention of trees on the eastern side of the property, which also supports additional buffering and screening. The Project does not include a request for variance to deviate from the Development Code as the Project has been designed to comply with applicable the development standards.

**2. THE SITE FOR THE PROPOSED USE HAS ADEQUATE ACCESS, WHICH MEANS THAT THE SITE DESIGN INCORPORATES APPROPRIATE STREET AND HIGHWAY CHARACTERISTICS TO SERVE THE PROPOSED USE.**

The site design provides both legal and physical access by the entrance from SR-18/Hilltop Boulevard. The entrance to the site is currently unpaved and would be paved with concrete. The Project is required to obtain an encroachment permit from the California Department of Transportation (Caltrans) to perform work in their Right of Way, as part of the Conditions of Approval. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. The site for the proposed use has adequate access and will incorporate street improvements in accordance with the Conditions of Approval from the County Traffic Division and Caltrans.

**3. THE PROPOSED USE WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ABUTTING PROPERTY OR THE ALLOWED USE OF THE ABUTTING PROPERTY, WHICH MEANS THE USE WILL NOT GENERATE EXCESSIVE NOISE, TRAFFIC, VIBRATION, LIGHTING, GLARE, OR OTHER DISTURBANCE. IN ADDITION, THE USE WILL NOT SUBSTANTIALLY INTERFERE WITH THE PRESENT OR FUTURE ABILITY TO USE SOLAR ENERGY SYSTEMS**

The Project, as designed and conditioned, is consistent with the land uses and development standards allowed within the General Commercial (CG) Zoning District Mountain Region and as such should not have adverse effects on abutting properties. The Project is located within

the Commercial land use designation in the community of Arrowbear Park, which is anticipated for development.

The proposed use will not generate excessive noise. The dominant noise source within the vicinity of the Project site is from vehicles traveling on SR-18. The proposed Project has a limit of 60 dB(A) from 7:00 a.m. to 10:00 p.m. Leq and 60 dB(A) from 10:00 p.m. to 7:00 a.m. Leq. Further the Project is conditioned to comply with construction activity regulations included in the County Development Code Section 83.01.080.

The proposed use will not generate excessive vibration. The operational characteristics of the Project do not incorporate heavy machinery or processes that generate excessive vibration. Section 83.01.090(a) of the Development Code prohibits creation of ground vibration that can be felt without the aid of instruments at or beyond the lot-line, nor shall any vibration be allowed which produced a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot-line.

The proposed use will add new sources of light but is subject to the Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions. Permitted lighting for new construction, unless exempt, shall be shielded in compliance with the requirements outlined in Table 83-7 of the Development Code. The purpose of this development code section is to preclude light pollution or trespass on an abutting residential land use zoning district, a residential parcel, or public right-of-way.

A Trip Generation Analysis, dated December 11, 2024, was prepared for the Project by Kittelson & Associates. The study indicates that the proposed Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM peak hour. As the Project is forecast to generate less than 110 daily trips, a Traffic Impact Analysis is not required, and the Project may be presumed to result in a less than significant Vehicle Miles Traveled (VMT) impact.

The proposed use will not have a substantial adverse effect on abutting property or the allowed use of the abutting property. The Project's proposed structure will not exceed maximum height limits and therefore will not interfere with the present or future ability to use solar energy systems.

**4. THE PROPOSED USE AND MANNER OF DEVELOPMENT ARE CONSISTENT WITH THE GOALS, MAPS, POLICIES, AND STANDARDS OF THE COUNTY GENERAL PLAN AND ANY APPLICABLE COMMUNITY OR SPECIFIC PLAN.**

The proposed Conditional Use Permit, together with the provisions for its design and improvement are consistent with the Countywide Policy Plan. The proposed Project as designed specifically implements the following Policy Plan goals and policies:

- **Policy LU-1.2 Infill Development**

We prefer new development to take place on existing vacant and underutilized lots where public services and infrastructure are available.

**Consistency:** *The Project is proposed on an existing underutilized lot where public services and infrastructure are available. The site is located near Lake Arrowhead, Big*

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*Bear Lake, and Green Valley Lake which will assist in providing convenient storage of boats during the winter season.*

- **Policy LU-2.1: Compatibility with Existing Uses**

We require that new development is located, scaled, buffered, and designed to minimize negative impacts on existing conforming uses and adjacent neighborhoods. We also require that new residential developments are located, scaled, buffered, and designed so as to not hinder the viability and continuity of existing conforming nonresidential development.

**Consistency:** *The Project's scope of construction will be consistent with the current scale of development in the area. The site is buffered by an existing hillside, and additional landscaping so as not to hinder the continuity of existing development. The structure is designed in a similar manner as the adjacent commercial uses, incorporating rough sawn wood columns with stone bases and wood beams.*

- **Policy LU-2.3 Compatibility with natural environment**

We require that new development is located, scaled, buffered, and designed for compatibility with the surrounding natural environment and biodiversity.

**Consistency:** *The Project proposes to keep the majority of the trees onsite and has condensed development to the southwest area of the lot. The Project site is located at the base of a hill and does not include alteration to prominent landmarks or topography.*

- **Policy LU-2.4 Land Use Map consistency.**

We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in the Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.

**Consistency:** *The Project does not include a zone change or general plan amendment. The use of a personal storage facility for indoor boat storage is an allowed use with review and approval of a Minor Use Permit. The Project is consistent with the Development standards for the CG Mountain Region.*

### **Hilltop Community Action Guide**

#### **Community Focus Statement E: Improve the appearance of the community.**

- **Action Statement E1** – Encourage property owners to maintain and improve their properties (e.g., new paint, façade improvements, trash/debris clean up).

**Consistency:** *The Project has incorporated existing examples of mountain design with the proposed structure. Orienting the structure so the bay doors face the interior of the lot allows for the architectural interest on the south side of the structure to be shown as motorists, residents and tourists traverse SR-18.*

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**Community Focus Statement F: Provide a thriving and vibrant local small business environment.**

**Consistency:** *The Project is consistent with this statement as it serves to provide a local commercial use that will benefit residents and tourists in the area. It provides a safe enclosed location for storage of boats off Lake Arrowhead and Big Bear Lake.*

- **Policy LU-2.5 Hillside Preservation**

We require that new development in sloping hillside areas preserve the natural character of the surrounding environment and does not further exacerbate natural hazards or erosion.

**Consistency:** *The Project proposes a limited amount of grading, including the expansion of the building pad and two retaining walls at the base of the hillside. No grading of the natural hillsides is proposed. The Project prepared a Geotechnical report that includes recommendations for slope protection and maintenance to reduce long term erosion.*

- **Policy LU-2.10 Unincorporated Commercial Development**

We intend that new commercial development in the unincorporated areas serve unincorporated residential areas, tourists, and/or freeway travelers. We encourage new commercial development to be concentrated to enhance pedestrian circulation and reduce vehicular congestion and vehicle miles traveled with new development directed into existing centralized areas when possible.

**Consistency:** *The Project is a needed use specifically served the mountain community area for residents and tourists. The indoor storage of boats assists in providing safe, enclosed storage of boats during the winter months. The development is located in a developed area of Arrowbear Lake and traffic impacts are anticipated to be less than significant.*

- **Policy LU-4.1 Context Sensitive Design in the Mountain/Desert Region**

We require new development to employ site and building design techniques and use building materials that reflect the natural mountain or desert environment and preserve scenic resources.

**Consistency:** *The proposed buildings are designed to be compatible with the surrounding mountain landscape. Tree removal is limited to what is necessary for the project development, the majority of trees will remain. A substantial amount of new landscaping will be installed consistent with the mountain region. Additionally, no prominent landforms such as the hillside at the rear of the property, will be altered.*

- **Policy LU-4.2 Fire-Adapted Communities**

We require new development in high or very high fire hazard severity zones to apply fire-resistant design techniques, including fuel modification areas, fire resistant landscaping, and fire-resistant building materials.

**Consistency:** *The Project is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone. All projects in fire hazard severity zone shall be designed, built, and operated*

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*in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Section 23.0301.*

- **Policy LU-4.4 Natural Topography in the Mountain Region**

We require new development in the Mountain region to retain natural topography and minimize grading unless it is necessary to reduce exposure to natural hazards.

**Consistency:** *The scope of the construction work will consist of minimal site clearing, site preparation, various utility improvements, and installation of the modular structures with on-site parking and circulation.*

- **Policy LU-4.7 Dark Skies**

We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.

**Consistency:** *The Project will be designed to adhere to Development Code Section 83.07.040(a) Glare and Outdoor lighting – Mountain and Desert Regions, and demonstration of compliance will be required prior to issuance of a building permit.*

**5. THERE IS SUPPORTING INFRASTRUCTURE, EXISTING OR AVAILABLE, CONSISTENT WITH THE INTENSITY OF THE DEVELOPMENT, TO ACCOMMODATE THE PROPOSED PROJECT WITHOUT SIGNIFICANTLY LOWERING SERVICE LEVELS.**

The Arrowbear Park County Water District will continue to serve the site providing water and sewer services. Electricity is provided by Southern California Edison (SCE), Southern California Gas Company (SoCalGas) provides service to the existing land use and would continue to provide natural gas services to the Project. The intensity of development will not significantly lower service levels.

**6. THE LAWFUL CONDITIONS STATED IN THE APPROVAL ARE DEEMED REASONABLE AND NECESSARY TO PROTECT THE OVERALL PUBLIC HEALTH, SAFETY AND GENERAL WELFARE.**

The conditions of approval include measures that require the applicant/developer to comply with the performance measures outlined in the Development Code. Therefore, the conditions stated in the approval are deemed necessary to protect the public health, safety and general welfare.

**7. THE DESIGN OF THE SITE HAS CONSIDERED THE POTENTIAL FOR THE USE OF SOLAR ENERGY SYSTEMS AND PASSIVE OR NATURAL HEATING AND COOLING OPPORTUNITIES.**

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The proposed Project will need to comply with Title 24 and other state mandated building/construction requirements for efficiency, including lighting, solar, and heating/cooling systems.

**FINDINGS: CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**8. THE PROJECT WILL NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE ENVIRONMENT, SUBJECT TO IMPLEMENTATION OF THE PROPOSED CONDITIONS OF APPROVAL AND MITIGATION MEASURES.**

The environmental findings, in accordance with Section 85.03.040 of the San Bernardino County Development Code, are as follows:

Pursuant to the requirements of the California Environmental Quality Act (CEQA) and CEQA Guidelines, the above-referenced Project has been determined through the preparation of an initial study to not have a significant adverse impact on the environment with the implementation of all the required mitigation measures. A Mitigated Negative Declaration (MND) is adopted and a Notice of Determination will be filed in accordance with CEQA. The MND represents the independent judgment and analysis of the County acting as lead agency for the Project.

# **EXHIBIT B**



# Conditions of Approval

<b>Record:</b>	PROJ-2023-00088	<b>System Date:</b>	03/11/2026
<b>Record Type:</b>	Project Application	<b>Primary APN:</b>	0328165160000
<b>Record Status:</b>	In Review	<b>Application Name:</b>	MINOR USE PERMIT
<b>Effective Date:</b>		<b>Expiration Date:</b>	

**Description:** A MINOR USE PERMIT (MUP) TO CONSTRUCT AND OPERATE A PERSONAL STORAGE FACILITY FOR BOATS WITHIN AN APPROXIMATELY 10,974 SQ. FT. STRUCTURE, AND USE OF AN EXISTING 1,757 SQUARE FOOT STRUCTURE AS AN OFFICE ON APPROXIMATELY 3.93 ACRES OF A 5.88 ACRE PARCEL; LOCATED AT 32864 HILLTOP BLVD, ARROWBEAR; WITHIN THE LAND USE CATEGORY OF COMMERCIAL (C); SPLIT ZONED GENERAL COMMERCIAL (CG) AND MULTIPLE RESIDENTIAL (RM); APN: 0328-165-16; 3RD SUPERVISORIAL DISTRICT (FORMERLY 2ND); PROJECT NUMBER: PROJ-2023-00088.

**This document does not signify project approval.**

If the project has been approved, then an effective date and an expiration date for these conditions can be found below. This content reflects County records as at the System Date and time below.

The following conditions of approval have been imposed for the project identified below. The applicant/developer shall complete all conditions of approval stipulated in the approval letter.

Conditions of Approval are organized by project phase, then by status, and finally by department imposing the condition.

On-going conditions must be complied with at all times. For assistance interpreting the content of this document, please contact the Land Use Services Department Planning Division.

Contact information is provided at the end of this document for follow-up on individual conditions.

## ON-GOING

### Land Use Services - Planning

- 1 **Project Approval Description (CUP/MUP)** - Status: Outstanding  
 This Minor Use Permit (PROJ-2023-00088) is conditionally approved to construct and operate an enclosed personal storage facility exclusively for up to 69 boats within a 10,974 square foot structure and use of an existing 1,757 square foot structure as an office on approximately 3.93 acres of a 5.88 parcel in compliance with the San Bernardino County Code (SBCC), California Building Codes (CBC), the San Bernardino County Fire Code (SBCFC), the following Conditions of Approval, the approved site plan, and all other required and approved reports and displays (e.g. elevations). The developer shall provide a copy of the approved conditions and the approved site plan to every current and future project tenant, lessee, and property owner to facilitate compliance with these Conditions of Approval and continuous use requirements for the Project.
- 2 **Project Location** - Status: Outstanding  
 The Project site is located at 32864 Hilltop Boulevard Arrowbear Lake, California.

3 **Revisions** - Status: Outstanding

Any proposed change to the approved Project and/or conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

4 **Indemnification** - Status: Outstanding

In compliance with SBCC §81.01.070, the developer shall agree, to defend, indemnify, and hold harmless the County or its "indemnitees" (herein collectively the County's elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval. Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the developer of any claim, action, or proceeding and that the County cooperates fully in the defense. The developer shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the developer of their obligations under this condition to reimburse the County or its indemnitees for all such expenses. This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' "passive" negligence but does not apply to the indemnitees' "sole" or "active" negligence or "willful misconduct" within the meaning of Civil Code Section 2782.

5 **Temporary Use Permit**- Status: Outstanding

The PTUP-2025-00041, is conditioned to allow interim use of the site for boat storage for a period of 12 months.

**Additional Permits** - Status: Outstanding

The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but are not limited to:

a. FEDERAL:

b. STATE: CalTrans

c. COUNTY: Planning, Building and Safety, Land Development, DPW Solid Waste Management Division, Environmental health Services Division, DPW Traffic, and DPW Surveyor

d. LOCAL: Arrowbear Lake Fire Protection district

6 **Expiration** - Status: Outstanding

This project permit approval shall expire and become void if it is not "exercised" within 36 months of the effective date of this approval, unless an extension of time is approved. The permit is deemed "exercised" when either: (a.) The permittee has commenced actual construction or alteration under a validly issued building permit, or (b.) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060) (c.) Occupancy of approved land use, occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs: - Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved. - The land use is determined by the County to be abandoned or non-conforming. - The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination. PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

7 **Continuous Effect/Revocation** - Status: Outstanding

All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

8 **Extension of Time** - Status: Outstanding

Extensions of time to the expiration date (listed above or as otherwise extended) may be granted in increments each not to exceed an additional three years beyond the current expiration date. An application to request consideration of an extension of time may be filed with the appropriate fees no less than thirty days before the expiration date. Extensions of time may be granted based on a review of the application, which includes a justification of the delay in construction and a plan of action for completion. The granting of such an extension request is a discretionary action that may be subject to additional or revised conditions of approval or site plan modifications. (SBCC §86.06.060)

9 **Project Account** - Status: Outstanding

The Project account number is PROJ-2023-00088. This is an actual cost project with a deposit account to which hourly charges are assessed by various county agency staff (e.g. Land Use Services, Public Works, and County Counsel). Upon notice, the "developer" shall deposit additional funds to maintain or return the account to a positive balance. The "developer" is responsible for all expense charged to this account. Processing of the project shall cease, if it is determined that the account has a negative balance and that an additional deposit has not been made in a timely manner. A minimum balance of \$1,000.00 must be in the project account at the time the Condition Compliance Review is initiated. Sufficient funds must remain in the account to cover the charges during each compliance review. All fees required for processing shall be paid in full prior to final inspection, occupancy and operation of the approved use.

10 **Development Impact Fees** - Status: Outstanding

Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances

11 **Condition Compliance** - Status: Outstanding

Conditional Compliance Release forms are required for Prior to Land Disturbance, Prior to Building Permit Issuance and Prior to Building Occupancy.

12 **Performance Standards** - Status: Outstanding

The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste

13 **Continuous Maintenance** - Status: Outstanding

The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to: a) Annual maintenance and repair: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety. b) Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance. c) Landscaping: The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying. d) Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided. e) Erosion control: The developer shall maintain erosion control measures to reduce

water runoff, siltation, and promote slope stability. f) External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls. g) Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals. h) Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view. i) Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan. j) Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules. k) Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations. l) Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.

14 **Clear Sight Triangle** - Status: Outstanding

Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic

15 **Lighting** - Status: Outstanding

Lighting shall comply with Table 83-7 "Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region" of the County's Development Code (i.e. "Dark Sky" requirements). All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign, an alternating message no more than once every five seconds.

16 **Underground Utilities** - Status: Outstanding

No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

17 **Construction Hours** - Status: Outstanding

Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

18 **Construction Noise** - Status: Outstanding

The following measures shall be adhered to during the construction phase of the project: - All construction equipment shall be muffled in accordance with manufacturer's specifications. - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits. - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

19 **Cultural Resources** - Status: Outstanding

During grading or excavation operations, should any potential paleontological or archaeological artifacts be unearthed or otherwise discovered, the San Bernardino County Museum shall be notified and the uncovered items shall be preserved and curated, as required. For information, contact the County Museum, Community and Cultural Section, telephone (909) 798-8570.

20 **GHG - Operational Standards** - Status: Outstanding

The developer shall implement the following as greenhouse gas (GHG) mitigation during the operation of the approved project: a. Waste Stream Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about methods and need to reduce the solid waste stream and listing available recycling services. b. Vehicle Trip Reduction. The "developer" shall provide to all tenants and project employees County-approved informational materials about the need to reduce vehicle trips and the program elements this project is implementing. Such elements may include: participation in established ride-sharing programs, creating a new ride-share employee vanpool, designating preferred parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles with benches in waiting areas, and/or providing a web site or message board for coordinating rides. c. Provide Educational Materials. The developer shall provide to all tenants and staff education materials and other publicity about reducing waste and available recycling services. The education and publicity materials/program shall be submitted to County Planning for review and approval. The developer shall also provide to all tenants and require that the tenants shall display in their stores current transit route information for the project area in a visible and convenient location for employees and customers. d. Landscape Equipment. The developer shall require in the landscape maintenance contract and/or in onsite procedures that a minimum of 20% of the landscape maintenance equipment shall be electric-powered.

## **Public Health– Environmental Health Services**

21 **Refuse Storage and Disposal** - Status: Outstanding

All refuse generated at the premises shall at all times be stored in approved containers and shall be placed in a manner so that environmental public health nuisances are minimized. All refuse not containing garbage shall be removed from the premises at least 1 time per week, or as often as necessary to minimize public health nuisances. Refuse containing garbage shall be removed from the premises at least 2 times per week, or as often if necessary to minimize public health nuisances, by a permitted hauler to an approved solid waste facility in conformance with San Bernardino County Code Chapter 8, Section 33.0830 et. seq.

## **Public Works - Traffic**

22 **Access** - Status: Outstanding

The access point to the facility shall remain unobstructed at all times, except a driveway access gate which may be closed after normal working hours.

23 **Back Out Into Public Roadways** - Status: Outstanding

Project vehicles shall not back up into the project site nor shall they back out into the public roadway.

## **INFORMATIONAL**

### **County Fire - Community Safety**

24 **F72 Fire Authority Not Having Jurisdiction** - Status: Outstanding

San Bernardino County Fire Department is not the authority having jurisdiction for this parcel.

## Land Use Services - Land Development

- 25 **Additional Drainage Requirements** - Status: Outstanding  
In addition to drainage requirements stated herein, other "on-site" and/or "off-site" improvements may be required which cannot be determined from tentative plans at this time and would have to be reviewed after more complete improvement plans and profiles have been submitted to this office.
- 26 **Natural Drainage** - Status: Outstanding  
The natural drainage courses traversing the site shall not be occupied or obstructed.
- 27 **Tributary Drainage** - Status: Outstanding  
Adequate provisions should be made to intercept and conduct the tributary off-site and on-site 100-year drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed. The project site shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions.

## Public Works - Solid Waste Management

- 28 **Demolition Debris** - Status: Outstanding  
San Bernardino County owned and operated sanitary landfills and transfer stations are not permitted to accept asbestos contaminated wastes, therefore any debris generated by the demolition of structures are subject to asbestos clearance prior to disposal at any San Bernardino County disposal sites. Applicants are required to have a Certified Asbestos Consultant perform testing of all materials to be disposed. Upon receipt of the Consultant's report, indicating that the debris is not contaminated, Solid Waste Management Operations Section will provide applicant with disposal authorization. For more information on Certified Asbestos Consultants please visit <http://www.dir.ca.gov/databases/doshacru/acruList.asp>, or for information on County requirements please contact Solid Waste Operations at 909-386-8701 or [solid.wastemail@dpw.sbcounty.gov](mailto:solid.wastemail@dpw.sbcounty.gov).
- 29 **Franchise Hauler Service Area** - Status: Outstanding  
This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec Waste and Recycling).
- 30 **Mandatory Commercial Organics Recycling** - Status: Outstanding  
California Assembly Bill (AB) 1826 requires businesses that generate two (2) cubic yards or more of solid waste per week to recycle their organic waste (includes green waste and food waste). A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste. Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County or contract waste hauler on efforts to recycle organics materials once operational.
- 31 **Mandatory Commercial Recycling** - Status: Outstanding  
California Assembly Bill (AB) 341 requires businesses that generate 4 or more cubic yards of solid waste per week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. Applicant will be required to report to the County or contract waste hauler on recycling efforts once operational.

**32 Recycling and Organic Waste Collection Container Information - Status: Outstanding**

California Assembly Bill (AB) 827 and Senate Bill (SB) 1383 require businesses that sell products meant for immediate consumption and currently provide trash collection containers for their customers to provide recycling and/or organics collection containers adjacent to trash containers at front-of-house, except in restrooms. Full-service restaurants are exempt from these requirements as long as they provide containers for employees to separate post-consumer recyclables and organic waste purchased on the premise for customers.

**33 Recycling Storage Capacity - Status: Outstanding**

The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of California Assembly Bill (AB) 2176.

## **PRIOR TO LAND DISTURBANCE**

### **Land Use Services - Planning**

**34 Air Quality - Status: Outstanding**

Although the Project does not exceed South Coast Air Basin District thresholds, the Project proponent is required to comply with all applicable rules and regulations as the site is in non-attainment status for ozone and suspended particulates [PM10 and PM2.5 (State)]. To limit dust production, the Project proponent must comply with Rules 402 nuisance and 403 fugitive dust, which require the implementation of Best Available Control Measures for each fugitive dust source. This would include, but not be limited to, the following Best Available Control Measures. Compliance with Rules 402 and 403 are mandatory requirements and thus not considered mitigation measures: a. The Project proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities. 1. The Project proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading. Portions of the site that are actively being graded shall be watered to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday. 2. The Project proponent shall ensure that all disturbed areas are treated to prevent erosion. 3. The Project proponent shall ensure that all grading activities are suspended when winds exceed 25 miles per hour. b. Exhaust emissions from vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces, will increase NOX and PM10 levels in the area. Although the Project will not exceed Mojave Desert Air Quality Management District thresholds during operations, the Project proponent will be required to implement the following requirements: 1. All equipment used for grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel. 2. The operator shall maintain and effectively utilize and schedule on-site equipment and on-site and off-site haul trucks in order to minimize exhaust emissions from truck idling.

**35 GHG - Construction Standards - Status: Outstanding**

The developer shall submit for review and obtain approval from County Planning of a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce GHG emissions and submitting documentation of compliance. The developer/construction contractors shall do the following: a) Implement the approved Coating Restriction Plans. b) Select construction equipment based on low GHG emissions factors and high-energy efficiency. All diesel/gasoline-powered construction equipment shall be replaced, where possible, with equivalent electric or CNG equipment. c) Grading contractor shall provide and implement the following when possible: - training operators to use equipment more efficiently. - identifying the proper size equipment for a task can also provide fuel savings and associated reductions in GHG emissions. - replacing older, less fuel-efficient equipment with newer models. - use GPS for grading to maximize efficiency. d) Grading plans shall include the following statements: - "All construction equipment engines shall be properly tuned and maintained in accordance with the manufacturers specifications prior to arriving on site and throughout construction duration." - "All construction equipment (including electric generators) shall be shut off by work crews when not in use and shall not idle for more than 5 minutes." e) Schedule construction traffic ingress/egress to not interfere with peak-hour traffic and to minimize traffic obstructions. Queuing of trucks on and off site shall be firmly discouraged and not scheduled. A flagperson shall be retained to maintain efficient traffic flow and safety adjacent to existing roadways. f) Recycle and reuse construction and demolition waste (e.g. soil,

vegetation, concrete, lumber, metal, and cardboard) per County Solid Waste procedures. g) The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew and educate all construction workers about the required waste reduction and the availability of recycling services.

36 **Tree Preservation** – Status: Outstanding

Tree removal is limited to the trees identified on Sheet LA.02.

**Mitigation Measures** - Status: Outstanding

Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to grading permit issuance. BIO-1, CUL-1, CUL-2, CUL-3, CUL-4, TCR-1, TCR-2.

## **Land Use Services - Building and Safety**

37 **Geotechnical Report** - Status: Completed

A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.

38 **Wall Plans** - Status: Outstanding

Submit plans and obtain separate building permits for any required retaining walls.

## **Land Use Services - Land Development**

39 **Drainage Improvements** - Status: Outstanding

Drainage Improvements. A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safe manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. A \$810 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

40 **Grading Plans** - Status: Outstanding

Grading Plans. Grading and erosion control plans shall be prepared in accordance with the County's guidance documents (which can be found here: <https://lus.sbcounty.gov/land-development-home/grading-and-erosion-control/>) and submitted for review with approval obtained prior to construction. All drainage improvements shall be shown on the grading plans according to the approved final drainage study. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

41 **On-site Flows** - Status: Outstanding

On-site flows need to be directed to the nearest County maintained road or drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

42 **Project Specific Conditions** - Status: Outstanding

FEMA Flood Zone. The project is located within Flood Zone D according to FEMA Panel Number 06071C8000H dated 08/28/2008. Flood hazards are undetermined in this area, but they are still possible. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

43 **Project Specific Conditions** - Status: Outstanding

Erosion Control Installation. Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

**44 Project Specific Conditions** - Status: Outstanding

State Construction Stormwater General Permit: Notice of Intent (NOI) and WDID # are required on all land disturbance of one (1) acre or more prior to issuance of a grading/construction permit. For questions regarding the State Construction Stormwater General Permit, please contact:  
[https://www.waterboards.ca.gov/water\\_issues/programs/stormwater/construction.html](https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html).

**Public Works - Surveyor****45 Corner Records Required Before Grading** - Status: Outstanding

Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances: a. Monuments set to mark property lines or corners; b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel; c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

**46 Monument Disturbed by Grading** - Status: Outstanding

If any activity on this project will disturb ANY land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying PRIOR to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

## PRIOR TO BUILDING PERMIT ISSUANCE

**Land Use Services - Planning****49 Lighting Plans** - Status: Outstanding

The developer shall submit for review and approval to County Planning a photometric study demonstrating that the project light does not spill onto the adjacent properties, or public streets. Lighting fixtures shall be oriented and focused to the onsite location intended for illumination (e.g. walkways). Lighting shall be shielded away from adjacent sensitive uses, including the adjacent residential development, to minimize light spillover. The glare from any luminous source, including on-site lighting, shall not exceed 0.5 foot-candle at the property line. This shall be done to the satisfaction of County Planning, in coordination with County Building and Safety.

**50 Mitigation Measures** - Status: Outstanding

Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to building permit issuance

**51 Signs** - Status: Outstanding

All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall

also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards: a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable. b. All sign lighting shall not exceed 0.5 foot-candle. c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety. d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

## Land Use Services - Building and Safety

### 52 **Construction Plans** - Status: Outstanding

Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

### 53 **Temporary Use Permit** - Status: Outstanding

A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

## Land Use Services - Land Development

### 54 **Project Specific Conditions** - Status: Outstanding

Rim of the World Drive / Highway 18 (Caltrans) • Caltrans Review. Obtain comments, approval, and any necessary permits from Caltrans for access requirements and working within their right-of-way.

## Public Health– Environmental Health Services

### 55 **Demolition Inspection Required** - Status: Outstanding

All demolition of structures shall have a vector inspection prior to the issuance of any permits pertaining to demolition or destruction of any premises. For information, contact EHS Mosquito & Vector Control Program at (800) 442-2283 or West Valley Mosquito & Vector at (909) 635-0307.

### 56 **Existing Wells** - Status: Complete

If wells are found on-site, evidence shall be provided that all wells are: (1) properly destroyed, by an approved C57 contractor and under permit from the County OR (2) constructed to EHS standards, properly sealed and certified as inactive OR (3) constructed to EHS standards and meet the quality standards for the proposed use of the water (industrial and/or domestic). Evidence, such as a well certification, shall be submitted to EHS for approval.

### 57 **Sewage Disposal** - Status: Complete

Method of sewage disposal shall be sewer service provided by Arrowbear Park CWD or an EHS approved onsite wastewater treatment system (OWTS) that conforms to the Local Agency Management Program (LAMP).

### 58 **Sewer Service Verification Letter** - Status: Complete

Applicant shall procure a verification letter from the sewer service provider identified. This letter shall state whether or not sewer connection and service shall be made available to the project by the sewer provider. The letter shall reference the Assessor's Parcel Number(s).

59 **Water Purveyor** - Status: Complete

Water purveyor shall be Arrowbear Park CWD or EHS approved.

60 **Water Service Verification Letter** - Status: Complete

Applicant shall procure a verification letter from the water service provider. This letter shall state whether or not water connection and service shall be made available to the project by the water provider. This letter shall reference the File Index Number and Assessor's Parcel Number(s). For projects with current active water connections, a copy of water bill with project address may suffice.

## Public Works - Solid Waste Management

61 **Construction Waste Management Plan (CWMP) Part 1** - Status: Outstanding

The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at <https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/>. An approved CDWMP Part 1 is required before a permit can be issued. There is a one-time fee of \$159.00 for residential projects/\$500.00 for commercial/non-residential projects

## PRIOR TO OCCUPANCY

### Land Use Services - Planning

62 **Fees Paid** - Status: Outstanding

Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ-2023-00088.

63 **Installation of Improvements** - Status: Outstanding

All required on-site improvements shall be installed per approved plans.

64 **Landscaping/Irrigation** - Status: Outstanding

All landscaping, dust control measures, all fences, etc. as delineated on the approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

66 **Shield Lights** - Status: Outstanding

Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, "Glare and Outdoor Lighting" (i.e. "Dark Sky Ordinance).

67 **Condition Compliance** - Status: Outstanding

Prior to occupancy/use, all conditions shall be completed to the satisfaction of County Planning with appropriate authorizing approvals from each reviewing agency.

68 **GHG - Installation/Implementation Standards** - Status: Outstanding

The developer shall submit for review and obtain approval from County Planning of evidence that all applicable GHG

performance standards have been installed, implemented properly and that specified performance objectives are being met to the satisfaction of County Planning and County Building and Safety. These installations/procedures include the following: a) Design features and/or equipment that cumulatively increases the overall compliance of the project to exceed Title 24 minimum standards by five percent. b) All interior building lighting shall support the use of fluorescent light bulbs or equivalent energy-efficient lighting. c) Installation of both the identified mandatory and optional design features or equipment that have been constructed and incorporated into the facility/structure.

### Land Use Services - Building and Safety

- 69 **Condition Compliance Release Form Sign-off** - Status: Outstanding  
Prior to occupancy all Department/Division requirements and sign-offs shall be completed.

### Land Use Services - Land Development

- 70 **Drainage Improvements** - Status: Outstanding  
All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.
- 71 **Caltrans Approval** - Status: Outstanding  
Obtain comments, approval, and any necessary permits from Caltrans for access requirements and working within their right-of-way. The Caltrans Local Development Review (LDR) Branch can be reached at LDR-D8@dot.ca.gov

### Public Works - Solid Waste Management

- 72 **Construction Waste Management Plan (CDWMP) Part 2** - Status: Outstanding  
The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste. The developer MUST provide ALL receipts and/or backup documentation for actual disposal/diversion of project waste. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at <https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/>.

### Land Use Services - Planning

- 73 **Hillside Grading** - Status: Outstanding  
Prior to Issuance of grading permit, site plan must comply with Hillside Grading Ordinance

If you would like additional information regarding any of the conditions in this document, please contact the department responsible for applying the condition and be prepared to provide the Record number above for reference. Department contact information has been provided below.

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311

(All Divisions)	High Desert Govt. Center	(760) 995-8140
Web Site	<a href="https://lus.sbcounty.gov/">https://lus.sbcounty.gov/</a>	
County Fire	San Bernardino Govt. Center	(909) 387-8400
(Community Safety)	High Desert Govt. Center	(760) 995-8190
Web Site	<a href="https://www.sbcfire.org/">https://www.sbcfire.org/</a>	
County Fire	Hazardous Materials	(909) 386-8401
	Flood Control	(909) 387-7995
Dept. of Public Works	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Web Site	<a href="https://dpw.sbcounty.gov/">https://dpw.sbcounty.gov/</a>	
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Web Site	<a href="https://ehs.sbcounty.gov">https://ehs.sbcounty.gov</a>	
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Web Site	<a href="http://www.sbclafco.org/">http://www.sbclafco.org/</a>	
	Water and Sanitation	(760) 955-9885
	Administration,	
	Park and Recreation,	
Special Districts	Roads, Streetlights,	(909) 386-8800
	Television Districts, and Other	
<i>External Agencies (Caltrans, U.S. Army, etc.)</i>		<i>See condition text for contact information...</i>

With respect to the planning conditions for the referenced project, the fire department requires the following fire protection measures to be provided in accordance with the current edition of California Fire Code (CFC) as adopted and amended by the Arrowbear Lake Fire Department and/or recognized fire protection standards.

These conditions are preliminary, and further review will be conducted upon receipt of additional entitlement and/or construction submittals. Additional requirements may be required based upon the adopted codes at the time of submittal.

1. Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. Specific design features may increase or decrease the required fire flow.
2. Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 400 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the fire department. In areas where new water mains are extended along streets and hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1,000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building it is serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" x 2 ½" (super hydrant). Reference CFC as amended and NFPA 24.
3. Fire Department Access - Fire apparatus access roads shall be provided within 150 feet of all exterior portions of buildings, unless otherwise approved by the fire department. Fire apparatus access roads shall have an unobstructed width of no less than 24 feet. Dead-end fire apparatus access roads exceeding 150 feet in length shall provide an approved turn around. The minimum required turning radius of a fire apparatus access road is 38 feet outside radius and 14 feet inside radius. For developments within the SRA the minimum required turning radius of a fire apparatus access road is 74 feet outside radius and 50 feet inside radius. See California Code of Regulations Title 14 Section 1273.04. The construction of the fire apparatus access roads shall be all weather and capable of sustaining 45,000 lbs. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change over 25 feet. Reference CFC.

4. Fire Department Access Turn Around – On-parcel dead-end fire apparatus access roads exceeding 150 feet in length shall provide a bulb turnaround at the terminus measuring a minimum of 38 feet outside radius and 14 feet inside radius. For development within the SRA the bulb turnaround at the terminus shall be 40 feet outside radius and 16 feet inside radius. Parallel parking around the perimeter of the bulb is acceptable provided the bulb outside turning radius is increased by 8 feet. In-lieu of a bulb, a hammer-head type turnaround is acceptable where the top of the “T” dimension is 120 feet with the stem in the center. Additional turnaround designs may be acceptable as approved by the Fire Department. Reference CFC

5. Fire Department Building Construction Plan Review - Submittal of construction plans to the Fire Department will be required. Final fire and life safety conditions will be addressed when the Fire Department reviews the plans. These conditions will be based on California Fire Code, California Building Code (CBC), and related codes/standards adopted at the time of construction plan submittal. Reference CFC as amended.

6. Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.

7. Fire Alarm and Detection System - A water flow monitoring system and/or fire alarm system may be required as determined at time of building construction plan review. Reference CFC as amended.

8. Hazardous Vegetation and Fuel Management Plan - Projects in the Local Responsibility Area, Very High Fire Hazard Severity Zone, and the State Responsibility Area Very High, High, and Moderate Fire Hazard Severity Zones shall provide a Hazardous Vegetation and Fuel Management Plan to be reviewed and approved by the Fire Department. Reference CFC.

9. Materials and Construction Methods for Exterior Wildfire Exposure - Projects in the Local Responsibility Area, Very High Fire Hazard Severity Zone, and the State Responsibility Area Very High, High, and Moderate Fire Hazard Severity Zones shall comply with Chapter 7A of the California Building Code and California Code of Regulations, Title 14 Fire Safety Regulations. Reference CFC.

10. Bulk Storage/Use of Hazardous Materials and H Occupancies - A Hazardous Materials Technical Report shall be provided to and approved by the Fire Department.

11. Gate Access - All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or

another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC as amended.

12. Fire Department Access Doors – If high piled storage will be utilized in the building, Fire Department Access Doors may be required every 150 feet along all portions of the interior of the building that are along the fire apparatus access road. Reference CFC as amended.



**Paul Lindley, MSM, ECFO, CFO, FM**

Fire Chief/Fire Marshal

**Phone:** (909)867-3479

**Mobile:** (909)359-5122

**Email:** [p.lindley@ablfd.org](mailto:p.lindley@ablfd.org)

P.O. Box 4045

Arrowbear Lake, CA 92382



Elena Barragan  
Senior Planner  
*Land Use Services Department*

January 22<sup>th</sup> 2026

**Water System Conditions- Boat Yard Project  
For Planning Review and Building Permit Coordination**

**Project:** Boat Yard Development

**Location:** 32864 Hilltop Blvd Arrowbear Lake CA 92382

**Purpose:** Identify District water system conditions related to required fire flow and fire protection water supply

**General Statement**

The following conditions identify water system-related requirements necessary to support required fire flow and fire protection water supply for the proposed project. These requirements must be reviewed, approved, and completed to the satisfaction of the Arrowbear Park County Water District prior to final building approval and occupancy.

Final requirements will be determined through formal District plan review and inspection. These conditions address District water system responsibilities only and are separate from Fire Department conditions.

**District Water System Conditions - Prior to Occupancy**

**1. District Review and Approval**

All water system improvements, connections, and appurtenances associated with the project shall be submitted to and approved by the District prior to construction and prior to occupancy.

**2. Water Service and Fire Flow**

The project shall demonstrate the ability to meet:

- Domestic water demands, and
- Required fire flow necessary to support fire protection, as determined through adopted and amended codes.

Water demand calculations and supporting documentation shall be submitted as part of the plan review process to demonstrate compliance with required fire flow and fire protection water supply requirements.

**3. Fire Hydrant Infrastructure (Fire Flow Support)**

Any off-site fire hydrants required to support required fire flow for the project shall be:

- Hydrant number, spacing, location, orientation, and accessibility shall be as required by the District for fire suppression operations
- ◆ Installed in accordance with District standards
- Connected to the District's water system
- Fully operational, tested, and available for fire protection use



All required hydrants and associated water infrastructure necessary to support fire flow shall be completed and approved by the District prior to building occupancy.

#### **4. Water :Main Extensions and Improvements (Fire Flow Capacity)**

Where water main extensions, upsizing, looping, or other system improvements are required to achieve or maintain required fire flow, such improvements shall be:

- Designed by qualified professionals
- Installed at the applicant's expense
- Constructed in accordance with District standards
- Inspected and approved by the District

#### **5. Backflow Prevention Requirements**

The project shall provide backflow prevention in accordance with the State Water Resources Control Board Cross-Connection Control Policy Handbook and applicable District standards, as determined through District review.

Required backflow prevention assemblies or air-gap separations shall be based on the degree of hazard associated with the proposed use, installed in accordance with State and District requirements, and of an approved type and size. All required devices shall be tested and maintained by a State-certified backflow prevention assembly tester at the property owner's expense.

The District's role is limited to review and acceptance of test results and verification of compliance and does not include testing, maintenance, or repair of backflow prevention devices. All required backflow prevention shall be installed and demonstrated to be compliant prior to building occupancy, with ongoing testing and maintenance remaining the responsibility of the property owner.

#### **6. Timing of Improvements**

Water system improvements required to support required fire flow, including hydrants and water mains, shall be completed prior to building occupancy and may be required earlier in construction, as determined by the District, to ensure continuous fire protection capability.

#### **7. Testing and Acceptance**

❖ All new or modified water system components associated with fire flow support shall be subject to:

- Pressure and fire flow testing
- Disinfection and bacteriological testing, where applicable
- Final inspection and acceptance by the District

#### **8. Existing System Capacity**

All District determinations related to fire flow shall be based on existing water system capacity and infrastructure. No assumptions shall be made regarding future system expansions, upgrades, or operational changes unless formally approved by the District.



**ARROWBEAR PARK COUNTY WATER DISTRICT**

**P.O. BOX 4045 | 2365 FIR DRIVE  
ARROWBEAR LAKE, CA 92382-4045  
(909) 867-2704**

**9. No Design Responsibility**

District review and approval of fire flow-related infrastructure shall not be construed as acceptance of responsibility for project design. Responsibility for compliance with applicable fire codes, water system standards, and regulations remains with the project applicant and design professionals.

**Closing**

These conditions are intended to ensure adequate and reliable fire flow and fire protection water supply for the proposed development and the surrounding community. Additional fire flow-related requirements may be identified during formal District plan review.

Applicants are encouraged to coordinate directly with the District during project design and construction.

Sincerely,

A blue ink handwritten signature, appearing to read "Chris Dumas", is written over a horizontal line.

**Chris Dumas**

General Manager  
Arrowbear Park County Water District



**Land Use Development Services Department  
Planning Division  
Affidavit - Applicant/Representative Accepting all  
the Conditions of Approval**

---

I received, read, understand, and accept ALL the conditions of approval for Planning Project Case No. **PROJ-2023-00088** for **32864 Hilltop Boulevard Arrowbear Lake, APN 0328-165-16.**

Randy Haislet

---

APPLICANT/REPRESENTATIVE NAME (PLEASE PRINT)

*Randy Haislet*

---

APPLICANT/REPRESENTATIVE SIGNATURE

03-16-2026

---

DATE

# **EXHIBIT C**

# Mitigation Monitoring and Reporting Program Initial Study/Mitigated Negative Declaration

*Prepared by:*



County of San Bernardino, Land Use Services Department

385 N. Arrowhead Avenue, 1<sup>st</sup> Floor  
San Bernardino, California 92415-0182  
*Contact: Elena Barragan, Planner*

April 3, 2026

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# 1 Introduction

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The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the County of San Bernardino (County) to ensure compliance with adopted mitigation measures identified in the MND for Arrowbear Boat Storage PROJ-2023-00088. The County, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for biological resources, cultural resources, geology and soils, hazards and hazardous materials, and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

County of San Bernardino  
385 N. Arrowhead Avenue, First Floor  
San Bernardino, California 92415

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## 2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Party Responsible for Implementation	Party Responsible For Monitoring	Date of Completion/Notes
<i>Biological Resources</i>				
<p><b>BIO-1</b> Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS). These surveys should be conducted no more than 3 days prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.</p>	Prior to issuance of Land Disturbance or Grading Permit	Project applicant and their construction contractor/consultant	San Bernardino County	

<p><b>CUL-1.</b> Archaeological monitoring is recommended during all project-related ground disturbances. The consulting archaeologist shall have the authority to modify and reduce the monitoring program to either periodic spot checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. If cultural/historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the County.</p>	<p>Prior to Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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**Cultural Resources**

<p><b>CUL-2</b> A Monitoring and Treatment Plan that is reflective of the project mitigation (“Cultural Resources” and “Tribal Cultural Resources”) shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.</p>	<p>Prior to issuance of Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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<p><b>CUL-3</b> Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.</p>	<p>Prior to issuance of Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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<p><b>CUL-4</b> Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker’s Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days’ notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.</p>	<p>Prior to issuance of Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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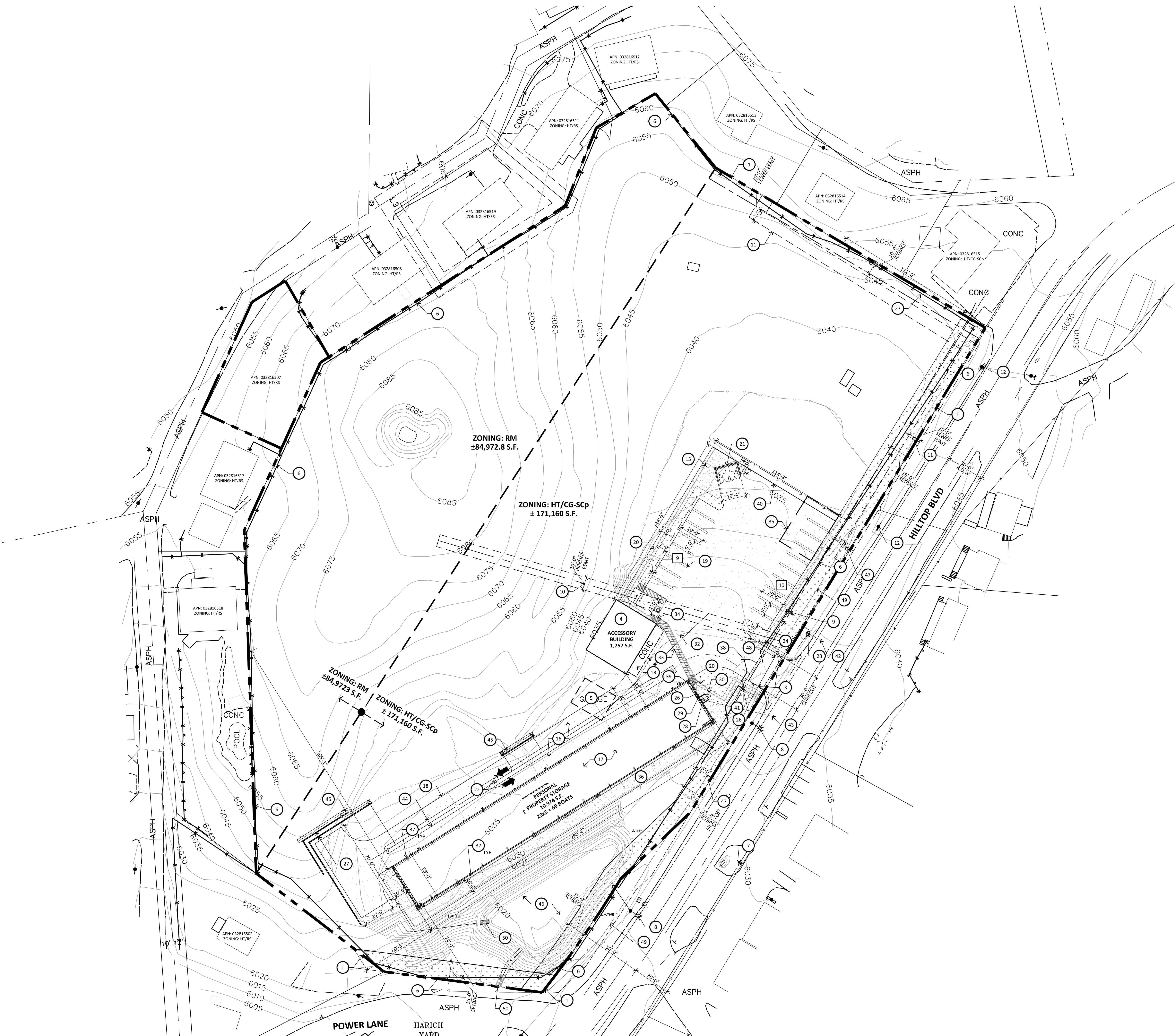
*Tribal Cultural Resources*

<p><b>TCR-1:</b>  If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed. The Project Archaeologist shall develop a research design that shall include a plan to evaluate the resource for significance under CEQA criteria. Representatives from YSMN, the Archaeologist, and the Lead Agency shall confer regarding the research design, as well as any testing efforts needed to delineate the resource boundary. Following the completion of evaluation efforts, all parties shall confer regarding the resource's archaeological significance, its potential as a Tribal Cultural Resource (TCR), and avoidance (or other appropriate treatment) of the discovered resource. Removal of any cultural resource(s) shall be conducted with the presence of a Tribal monitor representing the Tribe, unless otherwise decided by YSMN. All plans for analysis shall be reviewed and approved by the applicant and YSMN prior to implementation, and all removed material shall be temporarily curated on-site. It is the preference of YSMN that removed cultural material be reburied as close to the original find location as possible. However, should reburial within/near the original find location during project implementation not be feasible, then a reburial location for future reburial shall be decided upon by YSMN, the landowner, and the Lead Agency, and all finds shall be reburied within this location. Additionally, in this case, reburial shall not occur until all ground-disturbing activities associated with the project have been completed, all monitoring has ceased, all cataloguing and basic recordation of cultural resources have been completed, and a final monitoring report has been issued to Lead Agency, CHRIS, and YSMN. All</p>	<p>Prior to issuance of Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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<p>reburials are subject to a reburial agreement that shall be developed between the landowner and YSMN outlining the determined reburial process/location, and shall include measures and provisions to protect the reburial area from any future impacts. Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees. All draft records/reports containing the significance and treatment findings and data recovery results shall be prepared by the archaeologist and submitted to the Lead Agency and YSMN for their review and comment. After approval from all parties, the final reports and site/isolate records are to be submitted to the local CHRIS Information Center, the Lead Agency, and YSMN</p>				
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<p><b>TCR-2</b> If human remains 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.</p>	<p>Prior to issuance of Land Disturbance or Grading Permit</p>	<p>Project applicant and their construction contractor/consultant</p>	<p>San Bernardino County</p>	
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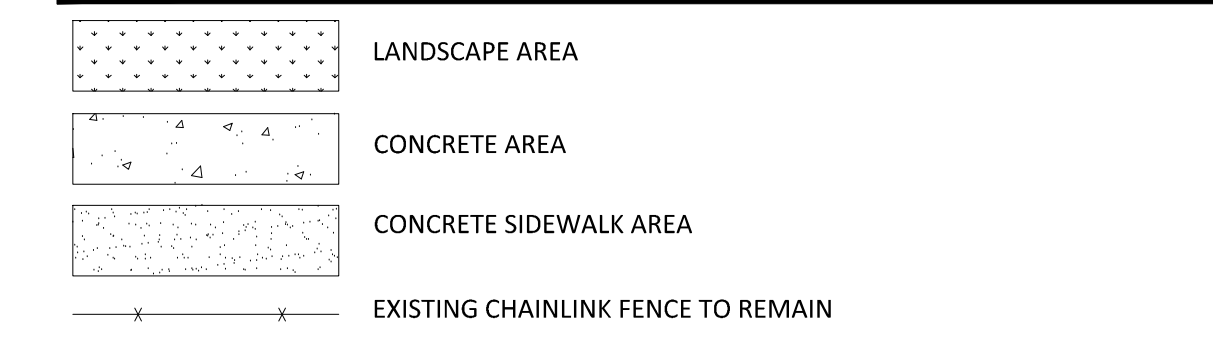
# **EXHIBIT D**



**KEYNOTE**

1. PROPERTY LINE
2. NOT USED
3. EXISTING CURB CUT TO REMAIN
4. EXISTING BUILDING TO REMAIN AS AN ACCESSORY BUILDING
5. EXISTING SHED TO BE REMOVED
6. EXISTING CHAINLINK FENCE TO REMAIN
7. EXISTING FIRE HYDRANT
8. EXISTING LIGHT POLE TO REMAIN
9. EXISTING 5'-0"x8'-0" DOUBLE SIDED SIGN WITH LIGHTS ON HWY
10. EXISTING 10'-0" PIPELINE EASEMENT PER BOOK 4648, PAGE 122 O.R. TO REMAIN
11. EXISTING 10'-0" SEWER EASEMENT PER BOOK 8804, PAGE 391 O.R. TO REMAIN
12. EXISTING POWER POLE TO REMAIN
13. EXISTING CONCRETE PAD TO REMAIN
14. NOT USED
15. NEW BICYCLE PARKING, RE: 5/SP2.0
16. NEW 4" THICK CONCRETE DRIVEWAY
17. NEW STORAGE BUILDING
18. NEW 6" CURB
19. NEW PARKING (10'x20') LOCATION WITH (1) ADA PARKING (11'x20'); PARKING STALL STRIPING WITH DOUBLE OR HAIRPIN LINES, RE: 8/SP2.1
20. NEW CONCRETE SIDEWALK WITH CONTROL/EXPANSION JOINTS, RE: 1/SP2.0
21. NEW TRASH ENCLOSURE, RE: 15/SP2.0
22. NEW PAINTED ARROWS ON PAVING, RE: 12/SP2.0
23. NEW FIRE HYDRANT
24. NOT USED
25. NOT USED
26. NEW KNOX BOX
27. NEW RETAINING WALL - REFER TO CIVIL PLAN
28. NEW FIRE RISER ROOM WITH FIRE RISER DOOR SIGN, RE: 9/SP2.1
29. NEW FDC LOCATION
30. DASHED LINE INDICATES PEDESTRIAN PATH
31. NOT USED
32. DASHED LINE INDICATES TRUCK TURN; 35'-0" INSIDE RADIUS AND 55'-0" OUTSIDE RADIUS
33. NEW PEDESTRIAN CROSSWALK, RE: 17/SP2.0
34. NEW ACCESSIBLE RAMP (TYP.), RE: 18/SP2.0
35. DASHED LINE INDICATES EXISTING BUILDING TO BE REMOVED
36. NEW 10'-0" CONCRETE FIRE ACCESS
37. NEW WALL PACK DOWN LIGHT
38. NEW VEHICLE GATES
39. NEW ROOF LADDER
40. LINE INDICATES EDGE OF CONCRETE
41. NEW 4'-0" WIDE CHAINLINK GATE, HEIGHT TO MATCH EXISTING CHAINLINK
42. NEW FIRE LINE TO STUB TO EXISTING WATER LINE
43. NEW FIRE LINE TO STUB TO EXISTING WATER LINE WITH BACKFLOW PREVENTER
44. NEW 6'-0" WIDE ADA COMPLIANT VALLEY GUTTER, REFER TO CIVIL PLAN
45. NEW CONCRETE V-DITCH, REFER TO CIVIL PLAN
46. NEW BIORETENTION BASIN, 9,390 CF VOLUME, REFER TO CIVIL PLAN
47. PROPOSED 15'-0" DRAINAGE EASEMENT
48. NEW CULVERT, REFER TO CIVIL
49. EXISTING DRAINAGE FLOWLINE, REFER TO CIVIL
50. NEW ROCK SLOPE ENERGY DISSIPATER, REFER TO CIVIL

**LEGEND**



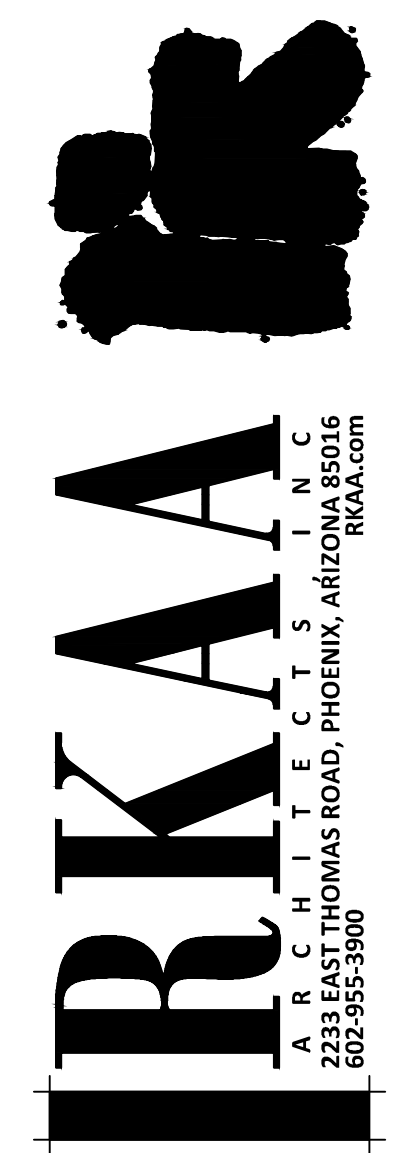
**PARKING DATA**

PARKING REQUIREMENT:	1 SPACE / 250 G.L.A. OF OFFICE
	1,757 S.F. / 250 S.F. = 7 SPACES
	1 SPACE / 1,000 G.L.A. OF STORAGE SPACE
	10,974 S.F. / 1,000 S.F. = 11 SPACES
TOTAL PARKING REQUIRED:	18 SPACES
TOTAL PARKING PROVIDED:	19 SPACES
ADA PARKING REQUIREMENT:	1 SPACE
ADA PARKING PROVIDED:	1 SPACE

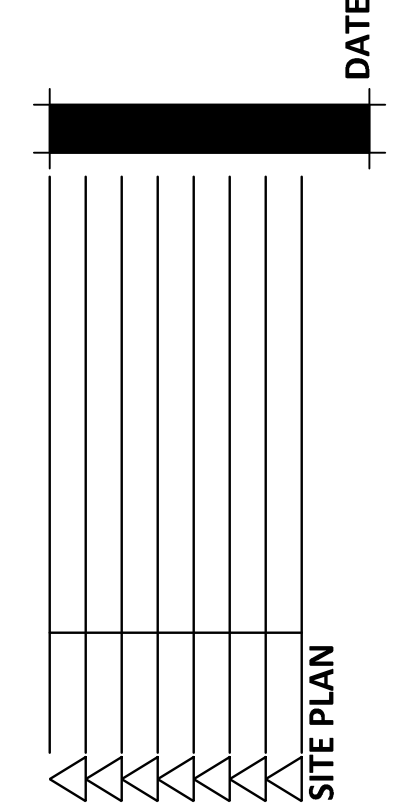
NOTE: FOR ADDITIONAL SITE DATA REFER TO G0.0

**NOTES**

1. REFER TO CIVIL PLAN SET FOR EXISTING AND NEW UTILITIES



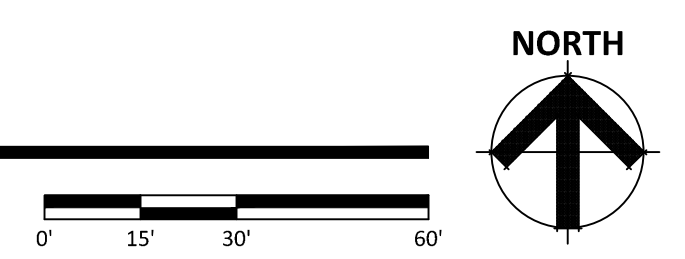
**PRELIMINARY**



NOTES: 1. ALL DIMENSIONS ARE IN FEET AND INCHES. 2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. 3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES. 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL, STATE AND FEDERAL AGENCIES.

**ON THE MOUNTAIN  
BOAT & BOAT YARD**  
37864 HILLTOP BOULEVARD  
ARROWBEAR, CA 92314

**1 SITE PLAN**  
SCALE: 1" = 40'-0"



design by: RH  
drawn by: BA  
checked by: RH

**SP1.0**  
project #: 23101.00

# **EXHIBIT E**

**SAN BERNARDINO COUNTY  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
ENVIRONMENTAL CHECKLIST FORM**

This form and the descriptive information in the application package constitute the contents of Initial Study pursuant to County Guidelines under Ordinance 3040 and Section 15063 of the State CEQA Guidelines.

**PROJECT LABEL:**

<b>APNs:</b>	0328-165-16	<b>USGS Quad:</b>	Keller Peak
<b>Applicant:</b>	RKAA-Architects	<b>T, R, Section:</b>	Township 2 North, Range 2 West, Section 33
<b>Location</b>	32864 Hilltop Blvd, Arrowbear Lake CA 92314	<b>Thomas Bros 39<sup>th</sup> Edition Community</b>	San Bernardino and Riverside Counties, page 519, Grid D6
<b>Project No:</b>	PROJ-2023-00088		Hilltop
<b>Rep</b>	Marian McKersie	<b>LUC: Zone:</b>	Commercial HT/CG-SCp & HT/RM
<b>Proposal:</b>	Minor Use Permit for a Personal Property Storage Facility	<b>Overlays:</b>	Biological overlay

**PROJECT CONTACT INFORMATION:**

**Lead agency:** San Bernardino County  
Land Use Services Department  
385 N. Arrowhead Avenue, 1<sup>st</sup> Floor  
San Bernardino, CA 92415-0182

**Contact person:** Elena Barragan, Senior Planner

<b>Phone No:</b>	(909) 387-4422	<b>Fax No:</b>	(909) 387-4422
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**E-mail:** [Elena.barragan@lus.sbcounty.gov](mailto:Elena.barragan@lus.sbcounty.gov)

**PROJECT DESCRIPTION:**

**Summary**

The Applicant is requesting approval of a Minor Use Permit to develop approximately 3.93 acres of a 5.88-acre parcel into a Personal Property Storage facility that will provide indoor boat storage. The Project Site is located in Arrowbear Lake, an unincorporated area of San Bernardino County (see Figure 1 – Regional Location). The parcel is described as Assessor’s Parcel No. 0328-165-16 and has a split Countywide Plan zoning of Multiple Residential (RM) (1.95 acres) and General Commercial-Sign Control overlay (CG-SCp) (3.93 acres). The Applicant intends to develop the

designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. One of the three existing structures near the entrance and adjacent to Highway 18 (SR-18) is vacant with a second structure being used for storage. An existing shed on the property is also used for storage. Access to the Project Site would continue to be provided by the existing gravel entrance directly off SR-18 that would be graded and paved with concrete. The Applicant also owns an adjacent property (APN 0328-165-07) that is shown on the Site Plan, but will not be developed. This parcel has a Countywide Plan zoning of Single Residential (RS).

The Project is proposed as a Personal Property Storage facility that would include the construction of one 10,974-square-foot (SF) building to be used for storage, and the use of a 1,757-SF existing building to be used as an office (see Figure 2 – Site Plan). Two of the three existing buildings would be demolished (see Figure 2 – Site Plan). All new structures would be prefab/modular, constructed off-site, and installed on footings. The scope of the construction work would consist of demolition, site clearing, site preparation, various utility improvements, and installation of the modular structures with on-site parking and open space. The Proposed Project will operate 12 months of the year by appointment only and require a maximum of 3 employees. Proposed hours of business = Summer-10am-2pm (by appointment only); Winter (Nov-April) by appointment only. Anticipated truck trips to deliver and/or pick-up is two per year for 80%. Client would like to move 252 boats and trailer in and out each way every season. Seasonal operations involve moving boats and their corresponding trailers in and out of the site.

The Proposed Project would include a total of 7 parking spaces (including one handicap accessible space) for the Project Site. Parking will be placed along a concrete sidewalk. Wastewater would be treated by Arrowbear Park County Water District. Potable water would also be provided by Arrowbear Park County Water District. There is an existing on-site well that will remain for irrigation only. The Proposed Project would rely on Southern California Edison (SCE) electric facilities to meet energy demands.

### ***Project Site Location, Existing Site Land Uses and Conditions***

The Project Site is located in an unincorporated area of the mountain region of San Bernardino County. The property is partially developed land located just West of State Route (SR) 18 (see Figure 3 - Project Vicinity) in the San Bernardino National Forest, East of Running Springs, CA and Southwest of Big Bear Lake. The Project Site is found in Township 2 North, Range 2 West in the Southeast quarter of Section 33 of the *Keller Peak, California* (7.5-minute) USGS Quadrangle.

There are 3 existing buildings on the Project Site, all near the entrance; one residential structure, 1 storage building, and an existing shed. Boats are currently stored throughout the CG-SCp portion of the Project Site which has been graded and covered with gravel. There are also trees throughout the Project Site, mainly concentrated on the hillside towards the center of the parcel. The Project Site occurs in the Land Use Category of Commercial and has a zoning of RM and CG-SCp (see Figure 4 – Land Use Designations). The Project Site is surrounded by residential, commercial, and light industrial uses.

The following table lists the existing adjacent land uses and zoning.

<b>Existing Land Use and Land Use Category</b>			
<b>Location</b>	<b>Existing Land Use</b>	<b>Land Use Category</b>	<b>Zoning</b>
<b>Project Site</b>	Boat Storage	Commercial	Multiple Residential (RM); General Commercial-Sign Control Overlay (CG-SCp);
North	Restaurant; Residences	Low Density Residential; Commercial	Single Residential (RS); Multiple Residential (RM); General Commercial-Sign Control Overlay (CG-SCp);
South	Residences; Fueling facility	Low Density Residential; Limited Industrial; Commercial	Single Residential (RS); Community Industrial (IC) Service Commercial (CS)
East	Stores; Residences	Commercial; Low Density Residential	Service Commercial (CS); General Commercial-Sign Control Overlay(CG-SCp);
West	Residences	Low Density Residential	Single Residential (RS);

**ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES**

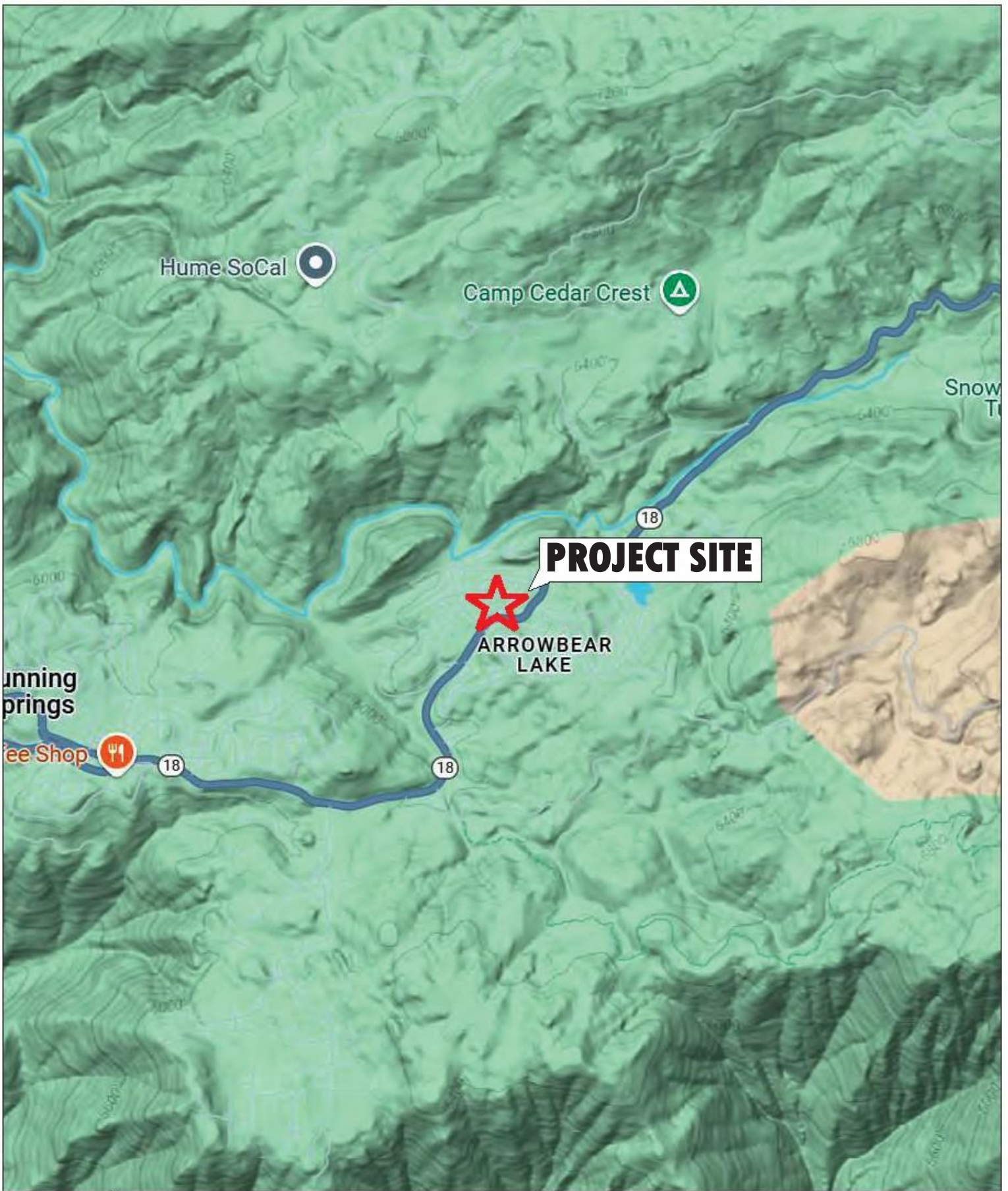
Federal: None

State of California: Caltrans

County of San Bernardino: Land Use Services – Planning/Building and Safety/Land Development, Environmental Health Services, Public Works – Traffic/Solid Waste Management/Flood Control, and Special Districts.

Regional: None

Local: Arrowbear Lake Fire Department



## REGIONAL VICINITY

### ARROWBEAR STORAGE FACILITY

Arrowbear Lake, San Bernardino County, California



LILBURN  
CORPORATION

FIGURE 1

**KEYNOTE**

1. EXISTING SITE PLAN
2. EXISTING ASPH TO REMAIN
3. EXISTING ASPH TO BE REMOVED
4. EXISTING BUILDING TO REMAIN AS AN ACCESSORY BUILDING
5. EXISTING BUILDING TO BE REMOVED
6. EXISTING CHAIN LINK FENCE TO REMAIN
7. EXISTING CHAIN LINK FENCE TO BE REMOVED
8. EXISTING CONCRETE TO REMAIN
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97. EXISTING CONCRETE TO BE REMOVED FOR CONCRETE WALKWAY
98. EXISTING CONCRETE TO BE REMOVED FOR CONCRETE WALKWAY
99. EXISTING CONCRETE TO BE REMOVED FOR CONCRETE WALKWAY
100. EXISTING CONCRETE TO BE REMOVED FOR CONCRETE WALKWAY

**LEGEND**

- AGGREGATE AREA
- CONCRETE AREA
- CONCRETE WALKWAY AREA
- EXISTING CHAIN LINK FENCE TO REMAIN
- LARGE NATURAL STONE BOLLER RETENTION/CONTAINMENT SYSTEM

**PARKING DATA**

EXISTING CAPACITY:

1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE

NEW PARKING REQUIREMENTS:

1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE

EXISTING ACCESSORY BUILDING:

1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE

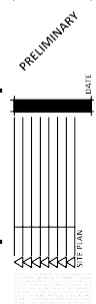
EXISTING PROPERTY:

1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE
1 SPACE / 250 S.F. - 1 SPACE	1 SPACE / 250 S.F. - 1 SPACE

NOTE: FOR ADDITIONAL SITE DATA REFER TO CD 0

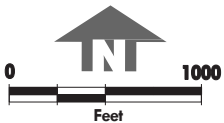


**1 SITE PLAN**  
SCALE: 1" = 40'-0"



ON THE MOUNTAIN  
BOAT & BOAT YARD  
13388 HILLTOP BOULEVARD  
ARROWBEAR, CA 92314

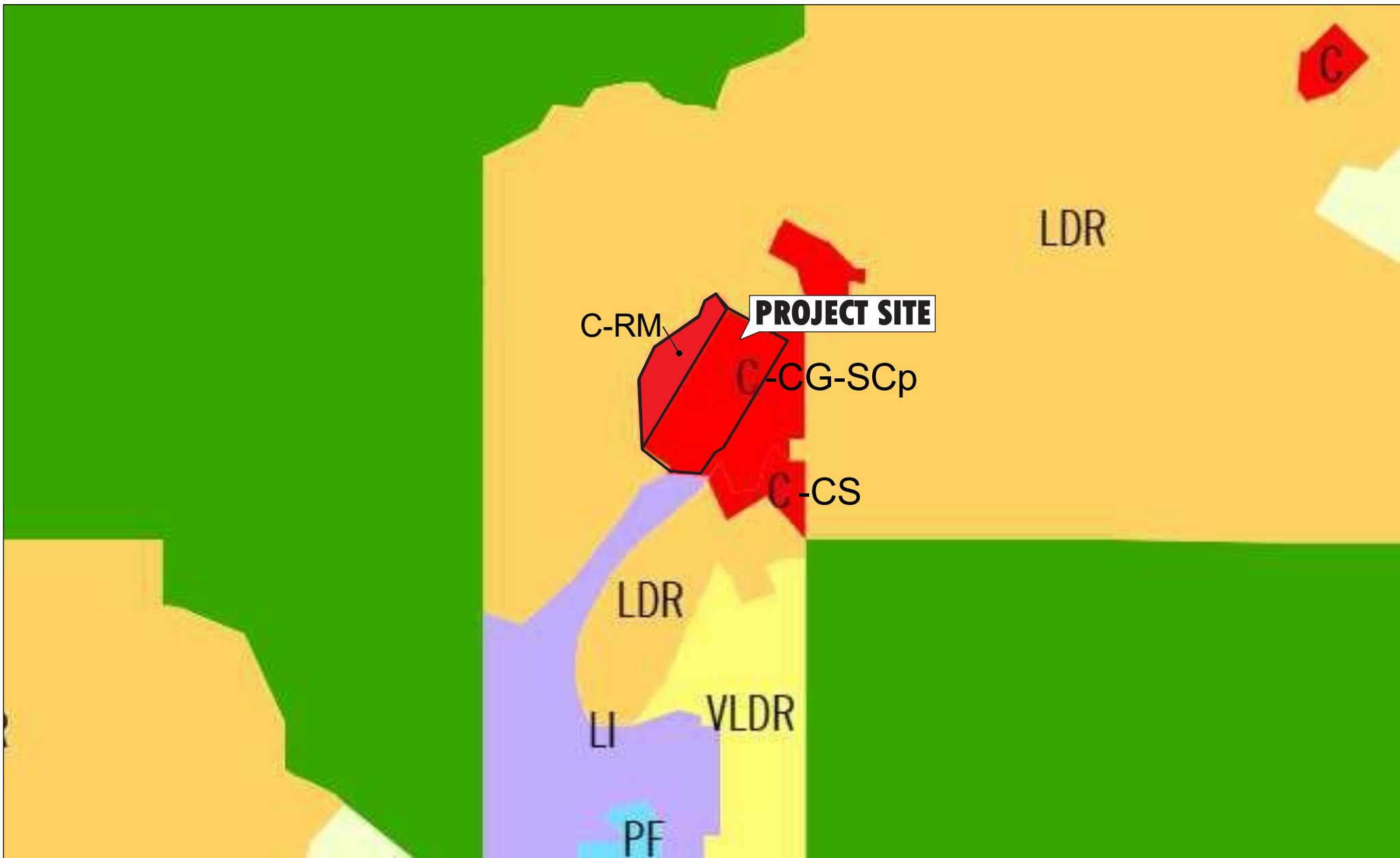
design by: **IRKAA**  
drawn by: **IRKAA**  
checked by: **IRKAA**  
**SP1.0**  
project #: 23101.00



**LILBURN**  
CORPORATION

**ARROWBEAR STORAGE FACILITY**  
Arrowbear Lake, San Bernardino County, California

**FIGURE 3**



**Legend- Land Use Designation**

- RL: Rural Living 1 du/2.5 ac max
- VLDR: Very Low Density Res. 0-2 du/ac max
- LDR: Low Density Res. 2-5 du/ac max
- MDR: Medium Density Res. 5-20 du/ac
- C: Commercial Zoning: RM/CG-SCp and CS
- LI: Limited Industrial
- GI: General Industrial
- PF: Public Facility
- RLM: Resource/Land Management
- OS: Open Space
- SD: Special Development

**LAND USE DESIGNATIONS FOR APN 0328-165-16**

**ARROWBEAR STORAGE FACILITY**  
Arrowbear Lake, San Bernardino County, California

## **CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES**

Have California Native American tribes traditionally and culturally affiliated with the project area plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

### **AB 52 Consultation**

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.

On April 15, 2025, Notices of Opportunity to Consult were sent to seven tribes that are traditionally and/or culturally affiliated with the project area or have specifically requested notice for all projects within the County. The Tribes included in the notification were Yuhaaviatam of San Manuel Nation, San Manuel Band of Mission Indians, San Gabrieleno Band of Mission Indian, Morongo Band of Mission Indians, Fort Mojave Indian Tribe, Colorado River Indian Tribes, and 29 Palms.

## **EVALUATION FORMAT**

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. Technical studies and data were summarized herein to provide analyses of various environmental factors (e.g. air quality model results, biological resources assessment, cultural resources investigation, traffic study); these are cited herein where appropriate and included in the list of references.

The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
--------------------------------	--	-----------------------	-----------

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

At the end of the analysis the required mitigation measures are restated and categorized as being either self- monitoring or as requiring a Mitigation Monitoring and Reporting Program.

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** Based on 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 shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 shall 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.

Elena Barragan  
 Signature: (Elena Barragan, Senior Planner)

11/26/2025  
 Date

\_\_\_\_\_  
 Signature: (Paul Toomey, Planning Manager)

\_\_\_\_\_  
 Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**San Bernardino County Development Code**

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

The Proposed Project is the approval of a Minor Use Permit to develop approximately 3.93 acres of a 5.88-acre parcel into a Personal Property Storage facility that will provide indoor storage. The Project Site is located within the Mountain Region of the County which offers scenic views of mountains, prominent ridgelines, forested landscapes, and lakes.<sup>1</sup> The Project Site has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Overlay (CG-SCp) within the Commercial land use category. The surrounding land uses include restaurants, stores, a fueling facility and residences. The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>2</sup> The proposed structures shall have a minimum setback of 15 feet to the front

<sup>1</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. June 2019.  
<sup>2</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>3</sup> The Proposed Project would not obstruct the views of others due to the height and required setbacks. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### Less Than Significant Impact

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

The Project Site is adjacent to State Route 18 (SR-18), which is a County Scenic Route and Eligible State Scenic Highway.<sup>4</sup> Construction of the Proposed Project would require the removal of approximately 10 seven trees ranging in size from 8" to 24" in diameter, all located on the east side of the Project Site. Most of these trees are in the center of the property; four are along SR-18 according to the Site Plan. There are no rock outcroppings on or adjacent to the Project Site. As concluded in the Cultural report (see section V of this Initial study) there are no historic buildings on the Project Site. The Proposed Project would comply with San Bernardino County development Standards that require removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level shall require a Tree Removal Permit. As such the Applicant is required to obtain all necessary Tree Removal Permits in accordance with development code § 88.01.050 Native Tree or Plant Removal Permits. The proposed structures would adhere to the 35ft height limit as well as the minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>5</sup> Adherence to the San Bernardino County Development Code would ensure the Proposed Project would not substantially damage scenic resources within a state scenic highway. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### Less Than Significant Impact

- 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 a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

The Project Site is located in a non-urbanized area within the Mountain Region of San Bernardino County.<sup>6</sup> The Proposed Project would remove 2 buildings and add one (1) 10,974-square-foot (SF) building to be used for storage and include a 1,757-SF existing building to be used as an office. The Proposed Project would also add 7 parking spaces (including one handicap accessible space), and 101,151 SF of landscaping to the Project Site. The proposed buildings would be designed to be compatible with the surrounding mountain's visual character using architectural details that are similar to

<sup>3</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>4</sup> San Bernardino County. Countywide Policy Plan Map. NR-3 "Scenic Routes & Highways." Accessed November 26, 2024.

<sup>5</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>6</sup> Office of Planning and Research. Site Check <https://sitecheck.opr.ca.gov/>. Accessed January 6, 2025.

the surrounding structures. The proposed buildings would adhere to the 35ft height limit as well as the minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>7</sup> The proposed buildings would use colors that follow a natural color scheme and would also integrate rough sawn wood columns with stone bases and wood beams on the south side that parallels SR-18. Given that the existing surrounding land use include other commercial uses such as restaurants, retail stores, and a fueling facility; the Proposed Project would not substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The current sources of light on-site are the light wall packs mounted on the outside of the existing buildings. The Proposed Project would remove 2 buildings and add one (1) 10,974-square-foot (SF) building to be used for storage and include a 1,757-SF existing building to be used as an office as detailed in the Project Description above and shown on Figure 3. The Proposed Project would also add parking stalls, and landscaping to the Project Site. The facility would primarily operate during the daytime hours for boat deliveries and pick-ups. The Proposed Project will operate 12 months of the year and by appointment only. The Proposed Project would add new sources of light but shall be subject to the San Bernardino County Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions. Permitted lighting for new construction, unless exempt, shall be shielded in compliance with the requirements outlined in Table 83-7 of the Development Code. The purpose of this section of the Development Code is to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel, or public right-of-way. Therefore, less than significant are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

**Less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

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<sup>7</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

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

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
--	---------------	---------------------------------------	---	------------------------------	------------------

- 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?*

The Project Site is located within the mountain region of the County. The only mapped important farmland in the mountain region is in the Oak Glen community. The Division of Land Resource Protection does not map important farmland on National Forest land, which represents nearly the entire Mountain region.<sup>8</sup> It is surrounded by forest lands and developed land. Therefore, the Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site is not under a Williamson Act Contract.<sup>9</sup> The parcel has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Overlay (CG-SCp). The Proposed Project would be consistent with the Countywide Policy Plan and would not conflict with existing zoning for agricultural uses or a Williamson Act Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

- 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))?*

The Project Site currently has a split zoning of RM and CG-SCp within the land use category of Commercial. The Commercial land use zoning district provides suitable locations for retail stores and personal services; office and professional services; lodging, recreation, and entertainment; heavy commercial with adequate buffering for surrounding residential uses; and agriculture and lower density residential in rural areas. The Proposed Project is a commercial use and therefore would be consistent with the Commercial zoning and would not conflict with existing zoning, or cause rezoning of forest land. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

<sup>8</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Chapter 5.2 Agriculture and Forestry Resources.  
<sup>9</sup> San Bernardino County Assessor. Parcels Under Open Space Contract Report – 06/25/2024. Accessed January 6, 2025.

	<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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The Project Site is located in the mountain region of San Bernardino County. Removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level shall require a Tree Removal Permit. The Proposed Project would remove ~~approximately 10~~ seven trees ranging in size from 8” to 24” in diameter. As such the Applicant is required to obtain all necessary Tree Removal Permits in accordance with development code § 88.01.050 Native Tree or Plant Removal Permits. The Proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

- 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?*

The Project Site currently has a split zoning of RM and CG-SCp. Implementation of the Proposed Project would not involve other changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>III. AIR QUALITY</b> - Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:*** *(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable):*

***Countywide Policy Plan; CalEEMod Out for Personal Property Storage, Lilburn Corporation, January 3, 2025***

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

The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (AQMP 2022) was developed to address the requirements for meeting this standard and was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories. Consistency with the AQMP 2022 for general development projects is determined by demonstrating compliance with local land use plans and/or employment projections.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The Project Site is zoned Multiple Residential (RM) and General Commercial-Sign Control Overlay (CG-SCp) within the land use category of Commercial. The Proposed Project is an allowed use within the Commercial

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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land use zoning district, and is subject to a Minor Use Permit. Therefore, emissions associated with the Proposed Project would not conflict with the AQMP. Less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

- 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?*

The Proposed Project’s construction and operational emissions were estimated using CalEEMod version 2022 (see Appendix A for CalEEMod outputs). The criteria pollutants estimated are: reactive organic gases (ROG), nitrogen oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and fugitive particulates (PM10 and PM2.5). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction is anticipated to begin in 2025 and be completed in 2026. The resulting emissions generated by construction of the Proposed Project are shown in Table 1 and 2.

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

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2025 Max	3.39	31.7	31.2	0.05	9.20	5.24
2026 Max	17.4	10.1	13.9	0.02	0.57	0.40
SCAQMD Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Summer Emissions.

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

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
2025 Max	1.19	10.7	13.8	0.02	0.62	0.44
2026 Max	1.13	10.1	13.7	0.02	0.57	0.40
SCAQMD Threshold	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Winter Emissions.

As shown in Table 1 and 2, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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Operational Emissions

The operational mobile source emissions were calculated using the Trip Generation Analysis Memorandum, dated December 11, 2024, prepared by Kittelson & Associates Inc. (Kittelson). Kittelson determined that the Proposed Project would generate approximately 45 daily trips. The Proposed Project’s long-term operational emissions have been calculated and are summarized below in Table 3 and Table 4.

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

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Mobile	0.19	0.21	2.04	0.01	0.47	0.12
Area	1.13	0.01	1.57	<0.005	<0.005	<0.005
Energy	0.02	0.42	0.35	<0.005	0.03	0.03
Totals	1.34	0.64	3.96	0.01	0.50	0.15
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022

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

<b>Source</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Mobile	0.18	0.22	1.68	<0.005	0.47	0.12
Area	0.87	--	--	--	--	--
Energy	0.02	0.42	0.35	<0.005	0.03	0.03
Totals	1.07	0.64	2.03	0.01	0.50	0.15
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. The Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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The SCAQMD CEQA and Federal Conformity Guidelines (February 2020) describe sensitive receptors as being residences, schools, daycare centers, playgrounds and medical facilities.

The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using SCAQMD significance thresholds:

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

The Proposed Project does not fall under any of the above project types. There are sensitive receptors along the hill to the north and northwest of the Project Site. However, the Proposed Project will not expose sensitive receptors to substantial pollutant concentrations as the Proposed Project does not exceed SCAQMD thresholds as shown in Tables 3 and 4 above. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

Construction of the Proposed Project would include site preparation, landscaping, paving, and architectural painting application. The objectionable odors that may be produced during the construction process would be temporary and short-term. Diesel exhaust and volatile organic compounds would be emitted during construction of the Proposed Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore should not reach an objectionable level at any sensitive receptors (adjacent to the Project Site). Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project.

The Project Site is currently utilized as outdoor boat storage and would be redeveloped as an indoor personal property storage facility. Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from vehicular emissions, trash storage areas, and application of fertilizer. Given the few anticipated trips and minimal on-site project activities, these odors would be receptive only

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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to those on-site. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
a) Have substantial adverse effects, 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, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:** (Check if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database ):

**Countywide Policy Plan; Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, January 2025, Jennings Environmental, LLC;**

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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- a) *Have substantial adverse effects, 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?*

A Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD), dated January 2025, was prepared for the Project Site by Jennings Environmental and is summarized herein and included in this Initial Study as Appendix B.

No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys conducted by Jennings. According to the California Natural Diversity Database (CNDDB), California Native Plant Society’s Electronic Inventory (CNPSEI), and other relevant literature and databases, 67 sensitive species, 20 of which are listed as threatened or endangered, and 3 sensitive habitats, have been documented in the *Keller Peak and Harrison Mtn.* quadrangles. *Harrison Mtn.* quad was included in this search due to the Project Site’s proximity to its border. This list of sensitive species and habitats includes any State and/or federally listed threatened or endangered species, CDFW-designated Species of Special Concern (SSC), and otherwise Special Animals. According to the databases, no sensitive habitat, including USFWS-designated critical habitat, occurs within or adjacent to the Project Site.

Special Status Species

Of the 67 sensitive species found within the *Keller Peak and Harrison Mtn.* quads, 20 have a special designation of either: federally listed, state listed, or a species of special concern (SSC) under California Fish and Game Code.

*Southern rubber boa – Threatened (State), USFS- Sensitive*

Although this species has been observed within 5 miles of the Project Site, there is no suitable habitat within the property boundary. The Project Site is highly disturbed and is currently used for boat storage. Additionally, the Project Site does not contain any fallen debris for hibernacula and there are no north-facing slopes that provide any rock outcrops. The Project Site is also separated from the occupied habitat by multiple development projects. Therefore, this species is considered absent from the Project Site and the Proposed Project will not affect rubber boa.

*Bald eagle (BAEA) – Delisted (Federal)/ Endangered (State), USFS Sensitive*

The Project is not within or adjacent to any suitable BAEA foraging or nesting habitat. The nearest suitable habitat for this species is the Lake Arrowhead shoreline, which is approximately 1.35 miles north of the Project Site. Additionally, the Proposed Project does not require the removal of large old-growth vegetation. Therefore, the Proposed Project will not affect BAEA and no further investigation relative to this species is warranted or required.

*California spotted owl (SPOW) – SSC, USFS-Sensitive*

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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The Project Site is within an already disturbed area and the immediate vicinity has historically been subject to ongoing human disturbances associated with the existing commercial and residential developments in the area. Therefore, it is unlikely that the immediate surrounding area would be utilized by SPOW for nesting or roosting. Additionally, the Project Site lacks the basic habitat requirements for this species. Furthermore, this species has not been documented within the project area or immediate surroundings. Although the U.S. Forest Service does not survey for SPOW on private property, the surrounding San Bernardino National Forest areas have been surveyed extensively by the Forest Service since the late 1980s. For the reasons discussed, the Project Site is not occupied by SPOW, and the Proposed Project will not affect this species.

*San Bernardino flying squirrel – SSC, USFS-Sensitive*

The Project Site and surrounding area do not provide habitat suitable to support flying squirrels. The surrounding area is either residential or commercial developments. Furthermore, this species has been documented within approximately 1 mile of the Project Site, in mixed conifer forest habitat. The habitat within the surrounding vicinity is not suitable to support flying squirrels and the Proposed Project would not result in impacts to this species.

**Designated Critical Habitat**

The Project Site is not located within or adjacent to any USFWS-designated Critical Habitat. No further action is required.

**Nesting Birds**

The immediate surrounding area contains habitat suitable for nesting birds in general. As such, the Proposed Project is subject to the following nesting bird regulations: Migratory Bird Treaty Act and the California Fish and Game Code. Therefore, Mitigation Measure BIO-1 shall be implemented if any future construction is proposed during the bird nesting season of February 1 through September 15.

With implementation of Mitigation Measures BIO-1, the Proposed Project would not have a substantial adverse effect on any species identified as a candidate, sensitive or special status species.

**Less than Significant with Mitigation**

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*
- c)

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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*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?*

A Jurisdictional Delineation was performed by Jennings Environmental to assess potential jurisdictional waters at the Project Site. The assessment reviewed aerial imagery of the Project Site and compared those with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The U.S. Fish and Wildlife Service National Wetland Inventory and Environmental Protection Agency (EPA) Water Program “My Waters” data layers were also reviewed to determine whether any hydrologic features and wetland areas had been documented within the vicinity of the Project Site. Similarly, the Soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2024) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status.

Large portions of the Project Site are highly disturbed as the Project Site is currently used as a boat storage facility. The habitat within the northern portion of the parcel would be described as disturbed Jeffrey pine forest and woodland.

*Waters of the United States and Waters of the State*

The USACE has the authority to permit the discharge of dredged or fill material in Waters of the U.S. (WOUS) under Section 404 of the Clean Water Act (CWA). While the Regional Water Quality Board has authority over the discharge of dredged or fill material in Waters of the State under Section 401 of the CWA as well as the Porter-Cologne Water Quality Control Act. The Project Site was surveyed with 100 percent visual coverage and no drainage features were present on-site that met the definition for WOUS. As such, the Project Site does not contain any wetlands, Waters of the U.S., or Waters of the State.

*Fish and Game Code Section 1602 - State Lake and/or Streambed*

The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the Project Site. As such, the Project Site does not contain any areas under CDFW jurisdiction.

*Jurisdictional Features*

There are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Waters of the State under Section 401 of the CWA under the jurisdiction of the

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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Regional Water Quality Control Board (RWQCB), or WOUS as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps) within the Project Site. Therefore, no permit from any regulatory agency will be required.

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

**Less Than Significant Impact**

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. It is possible for a habitat corridor to be adequate for one species yet still inadequate for others. Wildlife corridors are features that allow for the dispersal seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Project Site occurs within a modeled habitat linkage.<sup>10</sup> However, according to the BRA, the Project Site is mapped within an area of low to less permeable for wildlife movement. Construction of the Proposed Project would require the removal of approximately 10 seven trees ranging in size from 8” to 24” in diameter, all located on the east side of the Project Site. Most of these trees are in the center of the property; four are along SR-18 according to the Site Plan. Wildlife within the mountains will largely use trees as a mode of transportation within the forest. However, the Proposed Project is within an existing developed portion of the mountains. Additionally, the Proposed Project, does not include development of a building over three stories tall, as the Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>11</sup> Therefore, the ability for wildlife to move across the Project Site or within the project vicinity will remain unobstructed. The Project Site is also not within or adjacent to a habitat conservation plan. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

<sup>10</sup> San Bernardino County. County Policy Plan web maps: NR-2 “Parks and Open Space Resources.” Accessed January 14, 2024.  
<sup>11</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Subsection 88.01.070 of the County Development 8 Code provides regulations to promote conservation and wise use of forest resources in the Mountain Region. The vegetation on-site consists of Jeffrey pine forest and woodland. Removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level shall require a Tree Removal Permit. Construction of the Proposed Project would require the removal of approximately 40 seven trees ranging in size from 8” to 24” in diameter, all located on the west side of the Project Site. The Applicant is required to obtain all necessary Tree Removal Permits, and as such the Proposed Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

- f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?*

The Project Site is not located within or adjacent to a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as identified in the CDFW California Regional Conservation Plans Map (August 2023).<sup>12</sup> No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

**Mitigation Measure**

**BIO-1:** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS). These surveys should be conducted no more than 3 days prior to Project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

<sup>12</sup> California Department of Fish and Wildlife. Natural Community Conservation Planning: “California Regional Conservation Plans Map (PDF).” Accessed January 14, 2024.

*Initial Study* PROJ-2023-00088  
*Arrowbear Boat Storage*  
APN: 0328-165-16  
December 2025

**Possible significant adverse impacts have been identified or anticipated and therefore Mitigation Measures Bio-1 is required to reduce impacts resulting from inadvertent discoveries to a less than significant level.**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>V. CULTURAL RESOURCES - Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** (Check if the project is located in the Cultural  or Paleontologic  Resources overlays or cite results of cultural resource review):

**Cultural Resources Survey for the 32864 Hilltop Boulevard Project, January 6, 2025, BFSAs Environmental Services**

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

A Cultural Resources Study, dated January 6, 2025, was prepared for the Proposed Project by BFSAs Environmental Services (see Appendix C for report). The purpose of the investigation was to locate and record any cultural resources within the Project Site and subsequently evaluate any resources as part of CEQA.

According to CEQA (§ 15064.5b), a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. CEQA defines a substantial adverse change as:

1. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
2. The significance of an historical resource is materially impaired when a project:
  - a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the CRHR; or
  - b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its

identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or,

- c) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources (CRHR) as determined by a lead agency for purposes of CEQA.

The Cultural Resources Study did not identify any historical resources as defined by CEQA within the Project Site. However, review of historic aerial imagery demonstrates that the subject property has been impacted and cleared several times (refer to aerial imagery in Appendix C). This characterization of the property as superficially disturbed is relevant to the consideration of cultural resources being present within the Project. When parcels are cleared, disked, or otherwise disturbed, evidence of surface artifact scatters is lost. Regardless of whether cultural resources have ever existed within this property, the current state of the area appears to have affected the potential to discover any surface scatters of artifacts. Therefore, based upon the presence of historic-aged buildings and features within the property, and the documented historical development and decades of disturbance on the property, there remains a potential for buried or masked archaeological deposits to be present within the Project's boundaries. As the status of the property appears to have affected the potential to discover any surface scatters of artifacts, archaeological monitoring is recommended during all project-related ground disturbances. Mitigation Measure CUL-1, CUL-2, CUL-3, and CUL-4 would reduce impacts to a less than significant level.

### **Less than Significant with Mitigation**

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

BFSA requested an archaeological records search for a one-mile radius around the Project Site from the SCCIC at CSU Fullerton. The SCCIC records search indicated that a total of twenty-six previously recorded cultural resources have been identified within a one-mile radius of the Project Site. These resources include seven prehistoric, two multicomponent and seven historic resources. No previously recorded cultural resources were identified within the Project Site's boundaries.

The records search results also indicate that fifty-five cultural resource studies have been conducted within one mile of the Project Site, two of which overlap the Project Site (Mirro 2006; Hatheway 2010). The Mirro (2006) study consisted of a large overview and did not directly address the Project Site. The Hatheway (2010) study directly addressed the subject property. Noting the presence of buildings and features the study determined that there were no distinguishing architectural, design, or engineering elements. The study further concluded that the structure contained no historic significance and were not CRHR-eligible.

BFSA also requested a Sacred Lands File (SLF) search from the Native American Historic Commission (NAHC) to search for the presence of any recorded Native American sacred sites or locations of religious or ceremonial importance within a mile of the Project. The SLF search was received with negative results.

Based upon the findings presented within the Cultural Resources Study, no archaeological sites or artifacts were identified during the survey of the Project Site. However, due to the documented historical development and decades of disturbance on the property, there remains a potential for buried or masked archaeological deposits to be present within the Project boundaries. As such, archaeological monitoring is recommended during all project-related ground disturbances. In the event that any historic or prehistoric cultural or archaeological resources are inadvertently discovered, all construction work in the immediate vicinity of the discovery shall stop and a qualified archaeologist shall be consulted to determine if further mitigation measures are warranted. Mitigation Measure CUL-1, CUL-2, CUL-3, and CUL-4 would reduce impacts to a less than significant level.

### **Less than Significant with Mitigation**

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

Construction and demolition activities could potentially disturb human remains interred outside of a formal cemetery. Thus, the potential exists that human remains may be unearthed during earthmoving activities associated with Project construction. If human remains are discovered during construction activities, the Project proponent would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097, et. seq., which requires that if the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission, who will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated. In the unlikely event that human remains are discovered during construction, incorporation of Mitigation Measure CUL-4 would reduce impacts to a less than significant level. Therefore, no significant adverse impacts are identified or are anticipated.

### **Less than Significant with Mitigation**

#### **Mitigation Measures:**

**CUL-1:** Archaeological monitoring is recommended during all project-related ground disturbances. The consulting archaeologist shall have the authority to modify and reduce the monitoring program to either periodic spot checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. If cultural/historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the

Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the County.

#### **CUL-2 Monitoring and Treatment Plan**

A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

#### **CUL-3 Archaeological Monitoring**

Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

#### **CUL-4 Worker Environmental Awareness Program**

Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

**Possible significant adverse impacts have been identified or anticipated and therefore Mitigation Measures CUL-1, CUL-2, CUL-3, and CUL-4 are required to reduce impacts resulting from inadvertent discoveries to a less than significant level.**

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION: California Energy Consumption Database; CalEEMod Out for Personal Property Storage, Lilburn Corporation, January 3, 2025**

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

**Fuel**

During construction of the Proposed Project, transportation energy consumption is dependent on the type of vehicles used, number of vehicle trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Temporary transportation fuel use such as gasoline and diesel during construction would result from the use of delivery vehicles and trucks, construction equipment, and construction employee vehicles. Additionally, most construction equipment during grading would be powered by gas or diesel. Based on output from CalEEMod version 2022 (see Appendix A for CalEEMod outputs), the Proposed Project construction activities would consume an estimated 33,411.16 gallons of diesel fuel for operation of heavy-duty equipment. Tables 5 through 7 show the modeled fuel consumption for all construction activities.

As shown in Table 6, all construction worker trips are from light duty autos, it is estimated 4,836.953 gallons of fuel will be consumed. Fuel consumption from construction vendor (material deliver) trips is 1,532.72 gallons, as shown on Table 7. Construction worker and vendor fuel consumption are based on CalEEMod’s default data for vehicles miles traveled (VMT). Construction would represent a “single-event” diesel and gasoline fuel demand and would not require continuous or permanent commitment of these fuel resources.

**Table 5  
 Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Offroad Equipment Type	Amount	Hours per Day	Horse Power	Load Factor	Total Fuel Consumption (gal diesel fuel) <sup>1</sup>
Demolition	20	Concrete/Industrial Saws	1	8	33	0.73	226.64
	20	Rubber Tired Dozer	2	8	367	0.4	2485.03
	20	Excavators	3	8	36	0.38	386.10
Site Preparation	10	Rubber Tired Dozer	3	8	367	0.4	1863.77
	10	Tractors/Loaders/Backhoes	4	8	84	0.37	584.80
Grading	20	Graders	1	8	148	0.41	513.60
	20	Excavators	1	8	36	0.38	128.70
	20	Rubber Tired Dozer	1	8	367	0.4	1242.52
	20	Tractors/Loaders/Backhoes	3	8	84	0.37	877.20
Building Construction	230	Forklifts	3	8	82	0.2	5323.05
	230	Generator Sets	1	8	14	0.74	1120.87
	230	Cranes	1	7	367	0.29	9064.54
	230	Welders	1	8	46	0.45	2239.57
	230	Tractors/Loaders/Backhoes	3	7	84	0.37	8826.84
Paving	20	Pavers	2	8	81	0.42	640.12
	20	Pavers Equipment	2	8	89	0.36	602.86
	20	Rollers	2	8	36	0.38	257.40
Architectural Coating	20	Air Compressors	1	6	37	0.48	125.31
<b>Total Fuel Used in Gallons</b>							<b>33,411.16</b>

Source: CalEEMod 2022

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

**Table 6  
 Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Consumption (gallons) <sup>1</sup>
Demolition	20	30	13.4	335
Site Preparation	10	35	13.4	195.4167
Grading	20	30	13.4	335
Building Construction	230	30.4	13.4	3903.867
Paving	20	30	13.4	335
Architectural Coating	20	6.06	13.4	67.67
<b>Total Construction Worker Fuel Consumption</b>				<b>4,836.953</b>

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

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

**Table 7**  
**Construction Vendor Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Fuel Used (gallons)
Demolition	20	--	8.33	0.0
Site Preparation	10	--	8.33	0.0
Grading	20	--	8.33	0.0
Building Construction	230	5.92	8.33	1532.72
Paving	20	--	8.33	0.0
Architectural Coating	20	--	8.33	0.0
Total Construction Vendor Fuel Consumption				1,532.72

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

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

Impacts related to transportation energy use during construction would be temporary and would not require the use of additional use of energy supplies or the construction of new infrastructure.

During operations of the Proposed Project, fuel consumption would result from employee and Customer trips. Project vehicle miles traveled (VMT) were divided by 2 and modeled with an automobile fuel efficiency of 24 and 7 miles per gallon. The Proposed Project would result in an estimated 21,924.4 gallons of fuel consumption per year based on 237,632 miles driven.<sup>13</sup>

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

## Electricity

<sup>13</sup> CalEEMod output based on trips generated; represents modeled estimation, not actual consumption.

Southern California Edison (SCE) provides electricity to the Project Site. The Project Site is currently used as outdoor boat storage. The Proposed Project would establish a personal property storage facility. According to the California Energy Commission, the commercial building sector of the SCE planning area consumed 36,069 GWh of electricity in 2022.<sup>14</sup> The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.344 GWh per year.<sup>15</sup> The Proposed Project's estimated annual electricity consumption compared to the 2022 annual electricity consumption of the overall commercial building sector in the SCE Planning Area would account for approximately 0.00095 percent of total electricity consumption. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area.

### **Natural Gas**

The Project Site is located within the service area of Southern California Gas (SoCal Gas). The Proposed Project's estimated annual natural gas demand is 15,481.89 therms. The Proposed Project would create a permanent increase demand for natural gas. According to the California Energy Commission, the natural gas consumption of SoCal Gas's commercial sector was 894,453,260 therms in 2022.<sup>16</sup> The Proposed Project's estimated annual natural gas consumption, using the output from CalEEMod, compared to the 2022 annual natural gas consumption of the overall residential sector in the SoCal Gas Planning Area would account for approximately 0.00173 percent of the total natural gas consumption. Therefore, projected natural gas demand would not significantly impact SoCal Gas's level of service.

The proposed buildings would be designed to comply with Title 24. The County would review and verify that the Proposed Project plans would be in compliance applicable energy efficiency Standards. Specifically, the Proposed Project would be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

As concluded above, the Proposed Project's total impact on regional energy supplies would be minor. The proposed buildings would be required to comply with Title 24 pertaining to energy and water conservation standards in effect at the time of construction. The Proposed Project would not conflict with or obstruct a state or local

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<sup>14</sup>California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed January 28, 2025.

<sup>15</sup>Lilburn Corporation. CalEEMod outputs for Indoor Personal Property Storage. January 3, 2025. The model assumes that the Proposed Project would connect to SCE facilities.

<sup>16</sup>California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed January 28, 2025.


alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

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

**SUBSTANTIATION:** (Check  if project is located in the Geologic Hazards Overlay District):

**Countywide Policy Plan; Update Report of Geotechnical/Geologic Study, Proposed Boat Storage Buildings, 32864 Hilltop Boulevard, Arrowbear Lake, CA 92314, August 14, 2024, Hilltop Geotechnical, Inc; BFS Environmental Services, Paleontological Assessment for the 32864 Hilltop Boulevard Project, January 7, 2025.**

- 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*

According to the California Department of Conservation, California Earthquake Hazards Zone Application ("EQ Zapp"), the nearest active fault listed is approximately 6 miles south of the Project Site.<sup>17</sup> The Project Site is not within an Alquist-Priolo Earthquake Fault Zone.<sup>18</sup> Due to the absence of known faults within the immediate vicinity, no impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

*ii) Strong seismic ground shaking?*

No active faults pass through the Project Site.<sup>19</sup> As is the case for most areas of Southern California, ground shaking results from earthquakes associated with nearby and more distant faults may occur at the Project Site. Seismic ground shaking is influenced by the proximity of the site to an earthquake fault, the intensity of the seismic event, and the underlying soil composition. Any future developments at the Project Site should anticipate that moderate to large seismic events could occur. Construction of all structures shall follow all applicable building requirements and recommendations provided in a final Geotechnical/Geologic Study to be approved by the County

<sup>17</sup>California Department of Conservation. California Earthquake Hazards Zone Application ("EQ Zapp"), 2021. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed January 15th, 2025.

<sup>18</sup>California Department of Conservation. California Earthquake Hazards Zone Application ("EQ Zapp"), 2021. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed January 15th, 2025.

<sup>19</sup>California Department of Conservation. California Earthquake Hazards Zone Application ("EQ Zapp"), 2021. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed January 15th, 2025

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

### **Less Than Significant Impact**

#### *iii) Seismic-related ground failure, including liquefaction?*

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. According to the County Land Use “Geologic Hazard Maps”, the potential for liquefaction to impact the Project Site is considered zero.<sup>20</sup> Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

### **No Impact**

#### *iv) Landslides?*

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located in an existing mapped landslide.<sup>17</sup> However, it is located in an area with low to moderate susceptibility to landslides. An updated Report of Geotechnical/Geologic Study, Proposed Boat Storage Buildings, was prepared for the Proposed Project by Hilltop Geotechnical, Inc. and is dated August 14, 2024. The report is summarized herein and included as Appendix D. As recommended in the geotechnical study both fill slopes and cut slopes shall not be inclined steeper than 2H:1V (Horizontal to Vertical). Proposed slopes are planned to be stable under normal conditions and moderate earthquakes. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

Construction activities could result in soil erosion if the Project Site is not properly designed. As stated in the geotechnical study (see Appendix D for report), soil slopes are subject to some erosion when subjected to sustained water application. To reduce long-term erosion, the following recommendations for slope protection and maintenance should be considered when planning, designing, and implementing slope erosion methods:

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<sup>20</sup>San Bernardino County. Policy Plan web maps. HZ-2 “Liquefaction and Landslide Hazards.” Accessed January 15th, 2025.

- Surface water should not be allowed to flow over the on-site natural or proposed man-made slopes other than incidental rainfall and irrigation. Alterations of manufactured or natural slopes, terraces, top of slope berms, and/or pad gradients should not be allowed that will prevent pad and roof run-off from the structures from being expediently directed to approved disposal areas and away from the tops of slopes.
- Surface drainage should be positively maintained and directed to the street or storm drain system in a non-erosive manner.
- Top of slope berms should be constructed and compacted as part of finish grading of the property and should be maintained by the property owner. The recommended drainage patterns should be established at the time of finish grading and maintained throughout the life of the proposed development. Concentrated surface waters entering the property from off-site sources should be collected and directed to a permanent drainage system.
- The property owner is responsible for the maintenance and cleaning of the interceptor ditches, drainage terraces, down drains and other drainage devices that have been installed to promote slope stability.
- It is recommended that slopes be planted with light-weight ground cover, shrubs and trees that possess deep (5.0 feet or greater), dense root structures that require minimal irrigation (drought resistance). It should be the responsibility of the Landscape Architect or other suitably qualified individual to provide such plants initially and of the [property] [individual lot] owner[s] to maintain such planting. Alteration of the planting scheme is at the property owner's risk.
- If automatic sprinkler systems are installed their use should be adjusted to account for natural rainfall.
- The property owner should establish a program for the elimination of burrowing animals. This should be an on-going program to protect slope stability.
- The property owner should observe the lot drainage during heavy precipitation periods as this is often when trouble occurs. Problems such as gulying or ponding should be corrected as soon as practicable.
- High moisture content in slope soils is a major factor in slope erosion and slope failures. Therefore, precautions should be taken to minimize soil saturation. Leakage from waterlines, irrigation systems, etc. or bypassing of clogged drains should be promptly repaired.

The potential impacts of soil erosion would be minimized through the implementation of the above recommendations. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

- c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?*

As Hilltop Geotechnical, Inc. concluded in their report, due to the nature of the near-surface soils on the subject site, if over excavation and replacement is not performed under the pavement areas, there is a risk of settlement and vertical differential movement of the pavement, curbs / gutters, etc. if the subgrade soils are allowed to become saturated. Therefore, proper drainage should be established away from such improvements and minimal precipitation or irrigation water allowed to percolate into the soils adjacent to the pavement, curbs / gutters, etc. As a Condition of Approval, implementation of recommendations provided in a final Geotechnical/Geologic Study would be approved by the County Geologist. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

- 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?*

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. The results of an Expansion Index test concluded that the Project Site contains soil with expansion potential. Therefore, specialized construction procedures to specifically resist expansive soil activity for this type of soil are required and shall be implemented in accordance with the Final Geotechnical study to be approved by the County. The Geotechnical/Geologic Study prepared by Hilltop Geotechnical recommends that upon completion of grading for the building pad areas, near-surface samples should be obtained for expansion potential testing to verify the preliminary expansion test results and the foundation and slab-on-grade recommendations presented in this report. With implementation of recommendations provided in a final Geotechnical/Geologic Study to be approved by the County Geologist, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **Less than Significant with Mitigation**

- 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?*

The Proposed Project would not require the use of septic tanks or alternative wastewater disposal. Arrowbear Park County Water District currently provides sewer service to the Project Site for the existing land use. The Proposed Project would not result in a substantial increase in sewer flow rates as only the existing building to be used as an office has restrooms. Restrooms will be the only sewer-generating use on-site. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

### **No Impact**

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

A Paleontological Assessment was prepared by BFSA Environmental Services, on January 7<sup>th</sup>, 2025 (see Appendix E for report). The Project Site is largely underlain by Cretaceous-aged (approximately 70 to 80 million years old) Monzogranite of Keller Peak, a plutonic rock. The Monzogranite of Keller Peak is a coarse-grained plutonic rock that crystallized from a molten state several miles beneath the surface during the Cretaceous Period. This rock formation, like other plutonic rocks, does not contain fossils, and, therefore, has no paleontological sensitivity. Geologically, the Project Site occurs in an area mapped as plutonic rocks, which do not yield fossils. Therefore, there is no potential for the Project to adversely impact significant paleontological resources. As concluded in the Paleontological Assessment, paleontological monitoring is not recommended during earth disturbance activities. Therefore, no impacts are identified or anticipated and no mitigation measures are required.

**No Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VIII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
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 any applicable plan, policy or regulation of an agency 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:  
 Countywide Policy Plan; CalEEMod Out for Personal Property Storage, Lilburn Corporation, January 3, 2025***

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

The San Bernardino County adopted its "Greenhouse Gas Emissions Reduction Plan" (GHG Reduction Plan) in 2011. The GHG Reduction Plan was updated in 2021 (GHGRP Update). A review standard of 3,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year will be used to identify projects that require the use of the Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. Screening tables are a menu of options of energy efficiency improvements, renewable energy options, water conservation measures, and other options that provide predictable GHG reductions. If a project exceeds the 3,000 MTCO<sub>2</sub>e, options are selected from the Screening Tables. Each option within the Screening Tables includes point values based upon the GHG reduction that option would provide to a development project. Developers that choose options from the Screening Tables totaling 100 points or more will be determined to have provided a fair-share contribution of GHG reductions and, therefore, are considered consistent with the GHGRP Update.

The levels of GHG reductions designed into the Screening Tables are consistent with the State goal of achieving 40 percent below 1990 levels of emissions by 2030.

Construction

The Proposed Project was assessed for its consistency with the significance thresholds presented by the SCAQMD CEQA Significance Threshold Working Group. Additionally, the Project's greenhouse gas emissions were screened using CalEEMod version 2022 (see Appendix A for CalEEMod outputs). Results are shown in Table 8.

**Table 8**

**Greenhouse Gas Construction Emissions  
 (Metric Tons Per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R1
2025	188	0.01	<0.005	0.02
2026	195	0.01	<0.005	0.03
SCAQMD MTCO <sub>2e</sub> Thresholds	3,000			
<b>Total MTCO<sub>2e</sub></b>	<b>385</b>			
Construction amortized	12.83			

Source: CalEEMod 2022, Lilburn Corporation

Based on the Proposed Project's CalEEMod (version 2022) results, construction activity for the Proposed Project would generate an estimated 385 metric tons of CO<sub>2e</sub> per year. Therefore, the Proposed Project's construction emissions would not exceed the 3,000 MT CO<sub>2e</sub> annual screening threshold defined by SCAQMD.

Operations

The operational mobile source emissions were calculated using the Trip Generation Analysis Memorandum, dated December 11, 2024, prepared by Kittelson & Associates Inc. (Kittelson). Kittelson determined that the Proposed Project would generate approximately 45 daily trips. Operational emissions occur over the life of the project. The Proposed Project's total net operational GHG emissions as modeled using CalEEMod 2022 are shown in Table 9.

**Table 9  
 Greenhouse Gas Operational Emissions  
 (Metric Tons Per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R1
Mobile	84.8	<0.005	<0.005	0.13
Area	0.73	<0.005	<0.005	--
Energy	136	0.01	<0.005	--
Water	12.8	0.27	0.01	--
Waste	3.99	0.40	0.00	--
Refrigeration	--	--	--	1.56
Construction amortized	12.83			
SCAQMD MTCO <sub>2e</sub> Thresholds	3,000			
<b>Total MTCO<sub>2e</sub></b>	<b>261</b>			
Significant	No			

Source: CalEEMod 2022, Lilburn Corporation

As shown in Table 9, the Proposed Project's total net operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO<sub>2e</sub> per year. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

According to the San Bernardino County GHG Reduction Plan, all development projects, including those otherwise determined to be exempt from CEQA, will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements, such as the California Building Code requirements for energy efficiency. With the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO<sub>2</sub>e per year will be considered consistent with the GHG Reduction Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. The GHG Reduction Plan also states that "the 3,000 MTCO<sub>2</sub>e per year value was chosen as the medial value and is used in defining small projects that must include the Performance Standards but do not need to use the Screening Tables or alternative GHG mitigation analysis."

The Proposed Project's total net operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, the Proposed Project does not need to accrue points using the Screening Tables and is consistent with the GHG Reduction Plan. The Proposed Project is expected to comply with the performance standards for commercial uses as detailed in the GHG Reduction Plan. The Proposed Project will not result in substantial emissions of greenhouse gases and will not conflict with the GHG Reduction Plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**  
**EnviroStor Database; San Bernardino Countywide Policy Plan Draft EIR: Hazards and Hazardous Materials**

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

The Proposed Project is the development of a Personal Property Storage facility, landscaping, parking stalls, and minor on-site improvements. Construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations, and Best Management Practices. Operations would include standard maintenance (i.e., open space upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public.

All construction and operation materials held on-site would be kept in compliance with State and local regulations. The facility is intended for personal storage with the business being primarily for customers' boat pick-up, delivery, and storage. No mechanical maintenance activities would occur on the Project Site. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

#### **Less Than Significant Impact**

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

Hoffman Elementary School is the nearest school to the Project Site. It is located approximately 0.4 miles southwest of the Project Site. Therefore, the Proposed Project would 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 impacts are identified or anticipated, and no mitigation measures are required.

#### **No Impact**

- 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?*

The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.<sup>21</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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<sup>21</sup>California Department of Toxic Substances Control. EnviroStor. Accessed January 15th, 2025.

### **No Impact**

- 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?*

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.<sup>22</sup> The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is Big Bear City Airport, which is approximately 13 miles northeast of the Project Site.<sup>23</sup> Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

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

The Project Site does not contain any critical facilities.<sup>24</sup> The Project Site is accessible via SR-18, which is an evacuation route.<sup>25</sup> Access to the Project Site would be directly off SR-18. The entrance to the Project Site is currently unpaved and would be paved with concrete. The proposed on-site circulation loop would stem from SR-18 would also be paved. Adequate on-site access for emergency vehicles would be verified by the Fire Department during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Project vehicles are not anticipated to park off-site and interfere with off-site traffic. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>26</sup> All projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>27</sup> The Proposed Project is subject to review and approval from the Arrowbear Lake Fire Department Fire Marshal. All new

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<sup>22</sup> San Bernardino County. County Policy Plan web maps: HZ-9 "Airport Safety and Planning." Accessed December 22, 2025.

<sup>23</sup> San Bernardino County. County Policy Plan web maps: TM-6 "Airports." Accessed December 22, 2025.

<sup>24</sup> San Bernardino County. County Policy Plan web maps: PP-1 "Critical Facilities." Accessed December 22, 2025.

<sup>25</sup> San Bernardino County. County Policy Plan web maps: PP-2 "Evacuation Routes." Accessed December 22, 2025.

<sup>26</sup> San Bernardino County. County Policy Plan web maps: HZ-5 "Fire Hazard Severity Zones." Accessed December 22, 2025.

<sup>27</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials.

construction shall comply with the current Uniform Fire Code requirements and all applicable statues, codes, ordinances. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>X. HYDROLOGY AND WATER QUALITY - Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

**Countywide Policy Plan; Preliminary Drainage Study, Walsh Engineering, Preliminary Approved 10/29/2025**

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

The Proposed Project would disturb approximately 3.93 acres and a National Pollutant Discharge Elimination System (NPDES) permit is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Therefore, the Proposed Project would be subject to a NPDES permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

#### **Less Than Significant Impact**

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

Potable water would be provided by Arrowbear Park County Water District (APCWD), water is drawn from 5 groundwater wells located east of Arrowbear Lake. APCWD has submitted a letter confirming that their current water supply infrastructure could adequately support the Proposed Project. There are no groundwater recharge facilities in the vicinity and therefore, the Proposed Project would not interfere with any groundwater recharge. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

#### **Less Than Significant Impact**

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

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

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Disturbed areas will be re-vegetated where and as soon as possible. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

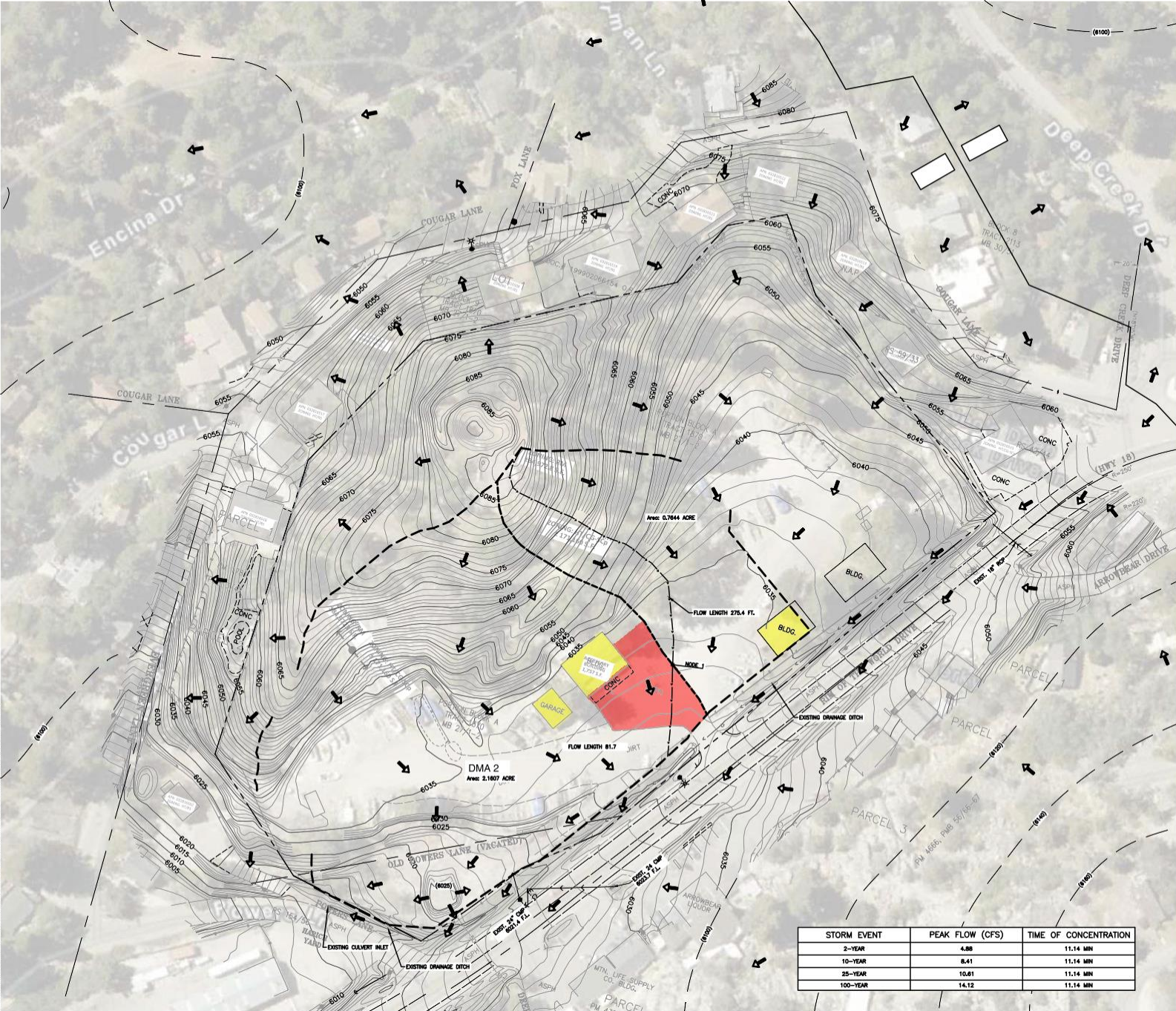
### **Less Than Significant Impact**

- ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off-site;*
- iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or*
- iv) Impede or redirect flood flows?*

A Preliminary Drainage Study was prepared for the Proposed Project by Walsh Engineering was preliminarily approved on October 29, 2025 (see Appendix G for report) and summarized herein. The Project Site is generally located at the bottom of a hill. Therefore, there is an on-site tributary impacting the Project Site. The property consists of typical mountain terrain with a hill sloping from the northeast down. The existing off-site area surrounding the Project Site consists of typical mountainous terrain that slopes away from the Project Site to the south and rises to the north.

The Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Mannal and has maximum design capacity of 9,390 CF.

**Figure 5** Existing Hydrologic Conditions



**GENERAL LEGEND**

- PROPERTY LINE
- LIMIT OF TRIBUTARY AREA
- TIME OF CONCENTRATION
- USGS 20FT CONTOURS
- WATERSHED BOUNDARY
- BIORETENTION BASIN
- BUILDING
- PAVEMENT
- HARDSCAPE
- DIRECTION OF SURFACE FLOW

PRE DEVELOPMENT		
	AREA (ACRE)	% IMP
DMA 1	0.7644	3%
DMA 2	2.1607	10%
TOTAL	2.9251	

STORM EVENT	PEAK FLOW (CFS)	TIME OF CONCENTRATION
2-YEAR	4.88	11.14 MIN
10-YEAR	8.41	11.14 MIN
25-YEAR	10.61	11.14 MIN
100-YEAR	14.12	11.14 MIN

811  
Know what's below. Call 811 before you dig.

NOTE: UTILITIES SHOWN WERE PLOTTED FROM UTILITY PROVIDERS' EXISTING AND PLANNED LOCATIONS AND QUANTITIES. ANY NEW UTILITIES LOCATED SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. ANY CHANGE TO EXISTING UTILITIES SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



DATE: 10/28/2025	DESIGNER: DAVID WALSH
DATE: 10/28/2025	CHECKED BY: DAVID WALSH
DATE: 10/28/2025	APPROVED BY: DAVID WALSH

**EXISTING HYDROLOGIC CONDITIONS**  
**ARROWBEAR STORAGE FACILITY**  
Arrowbear Lake, San Bernardino County, California  
**FIGURE 5**



**GENERAL LEGEND**

- PROPERTY LINE
- - - - - LIMIT OF TRIBUTARY AREA
- > TIME OF CONCENTRATION
- - - - - USGS 20FT CONTOURS
- WATERSHED BOUNDARY
- BIORETENTION BASIN
- BUILDING
- PAVEMENT
- HARDSCAPE
- ↘ DIRECTION OF SURFACE FLOW
- ↘ DIRECTION OF PIPE FLOW

POST DEVELOPMENT		
	AREA (ACRE)	% IMP
DMA 1	0.5019	0%
DMA 2	0.3525	94%
DMA 3	2.0666	32%
<b>TOTAL</b>	<b>2.9209</b>	

STORM EVENT	PEAK FLOW (CFS)	TIME OF CONCENTRATION
2-YEAR	5.10	10.93 MIN
10-YEAR	8.85	10.93 MIN
25-YEAR	10.88	10.93 MIN
100-YEAR	14.41	10.93 MIN



ON THE MOUNTAIN BOAT & THE BOAT YARD  
ARROWBEAR LAKE, CA 92314  
POST-DEVELOPMENT HYDROLOGY EXHIBIT



**PROPOSED HYDROLOGIC CONDITIONS**

**ARROWBEAR STORAGE FACILITY**  
Arrowbear Lake, San Bernardino County, California

**FIGURE 6**

With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or impede or redirect flood

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

### **Less Than Significant Impact**

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

Due to the inland distance (approximately 62 miles) from the Pacific Ocean, tsunamis are not potential hazards in the vicinity of the Project Site.<sup>28</sup> Furthermore, the Project Site is not located within an earthquake fault zone.<sup>29</sup> The Project Site is not within any delineated flood plains or located within a FEMA 100-year floodplain nor a 500-year floodplain and therefore is not in an observed inundation area.<sup>30</sup> The Project Site located approximately 0.25 miles south of Deep Creek Lake and approximately 0.50 miles west of Arrowbear Lake No significant seiche potential is anticipated. The Project Site is located within the Dry Creek watershed and is not connected to any standing bodies of water. An exhibit showing the greater watershed delineation is provided in Appendix A of the Preliminary Drainage Study included herein as Appendix G. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

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

The Proposed Project would disturb approximately 3.93 acres and is therefore subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to RWQCB review and approval. California's Sustainable Groundwater Management Act (SGMA) requires State-designated medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. The SGMA 2019 (most recent) Basin Prioritization identified ninety-four basins and/or sub-basins as medium or high priority and are required to form GSAs and develop GSPs. These 94 basins, in combination with adjudicated areas which have existing governance and oversight in place, account for 98 percent of the pumping (20 million acre-feet), 83 percent of the population (25 million Californians), and 88 percent of all irrigated acres (6.7 million acres) within the state's groundwater basins.<sup>31</sup> The Project Site does not overlie a groundwater basin. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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<sup>28</sup> California Department of Conservation. California Tsunami Maps and Data. Accessed February 21, 2025.

<sup>29</sup> California Department of Conservation. California Earthquake Hazards Zone Application ("EQ Zapp"), 2021. <https://maps.conservation.ca.gov/cgs/EQZApp/app/>. Accessed February 21, 2025.

<sup>30</sup> San Bernardino County. County Policy Plan web maps: HZ-5 "Flood Hazards." Accessed February 21, 2025.

<sup>31</sup> <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization> Accessed April 03, 2025.

**Less Than Significant Impact**

**Therefore, no significant adverse impacts are anticipated with implementation of the Mitigation Measures identified above.**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XI. LAND USE AND PLANNING - Would the project:</b>				
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:**  
**Countywide Policy Plan**

a) *Physically divide an established community?*

The Proposed Project lies within the mountain communities. Implementation of the Proposed Project including construction would not interfere with access to the nearby residences, nor would it interfere with movement and access to adjacent properties (including Powers Lane). The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project is the development of a Personal Property Storage facility that would provide indoor storage. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would not physically divide an established community. No impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control overlay (CG-SCp). The Applicant intends to develop the designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit.

The applicable purpose of the Land Use Element of the Countywide Policy Plan is to:

- 1) Designate the distribution, location, intensity, and balance of land uses for the unincorporated areas of the county

The following consistency analysis demonstrates how the Proposed Project is consistent with the applicable goals and policies of the Land Use Element:

**GOAL LU-1: Growth and development that builds thriving communities, contributes to our Complete County, and is fiscally sustainable.**

**Policy LU-1.1 Growth:** We support growth and development that is fiscally sustainable for the County. We accommodate growth in the unincorporated county when it benefits existing communities, provides a regional housing option for rural lifestyles, or supports the regional economy.

**Consistency:** The Proposed Project is a commercial business offering personal storage, thereby supporting the regional economy.

**Policy LU-1.5:** We require payment of development impact fees to ensure that all new development pays its fair share of public infrastructure.

**Consistency:** The Applicant shall pay development impact fees, if required, prior to issuance of a building permit.

**GOAL LU-2: An arrangement of land uses that balances the lifestyle of existing residents, the needs of future generations, opportunities for commercial and industrial development, and the value of the natural environment.**

**Policy LU-2.4:** We consider proposed development that is consistent with the Land Use Map (i.e., it does not require a change in Land Use Category), to be generally compatible and consistent with surrounding land uses and a community's identity. Additional site, building, and landscape design treatment, per other policies in the Policy Plan and development standards in the Development Code, may be required to maximize compatibility with surrounding land uses and community identity.

**Consistency:** The Proposed Project is the development of a Personal Property Storage facility. The Proposed Project is consistent with the Project Site land use category of Commercial. The proposed development shall be in compliance with the standards set forth in the Development Code for the Resource Conservation zoning district. No changes in Land Use Category or zoning district are proposed.

**GOAL LU-4: Preservation and enhancement of unique community identities and their relationship with the natural environment.**

**Policy LU-4.1:** We require new development to employ site and building design techniques and use building materials that reflect the natural mountain or desert environment and preserve scenic resources.

**Consistency:** The proposed buildings would be designed to be compatible with the surrounding mountain landscape.

**Policy LU-4.2:** We require new development in high or very high fire hazard severity zones to apply fire-resistant design techniques, including fuel modification areas, fire resistant landscaping, and fire-resistant building materials.

**Consistency:** The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>32</sup> All projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>33</sup>

**Policy LU-4.3:** We require new development, when outside of high and very high fire hazard severity zones, to install and maintain drought-tolerant landscaping and encourage the use of native species.

**Consistency:** The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>34</sup> Therefore, the Proposed Project would not be required to install and maintain drought-tolerant landscaping or encourage the use of native species.

**Policy LU-4.4:** We require new development in the Mountain region to retain natural topography and minimize grading unless it is necessary to reduce exposure to natural hazards.

**Consistency:** All structures would be prefab/modular, constructed off-site, and installed on footings. The scope of the construction work will consist of minimal site clearing, site preparation, various utility improvements, and installation of the modular structures with on-site parking and circulation.

**Policy LU-4.7:** We minimize light pollution and glare to preserve views of the night sky, particularly in the Mountain and Desert regions where dark skies are fundamentally connected to community identities and local economies. We also promote the preservation of dark skies to assist the military in testing, training, and operations.

**Consistency:** The Proposed Project will be designed to adhere to San Bernardino County Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions, and demonstration of compliance will be required prior to issuance of a building permit.

The Proposed Project would not conflict with the Countywide Policy Plan. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

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<sup>32</sup> San Bernardino County. County Policy Plan web maps: HZ-5 “Fire Hazard Severity Zones.” Accessed January 24, 2025.

<sup>33</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials.

<sup>34</sup> San Bernardino County. County Policy Plan web maps: HZ-5 “Fire Hazard Severity Zones.” Accessed January 24, 2025.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XII. MINERAL RESOURCES - Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** (Check  if project is located within the Mineral Resource Zone Overlay):

**Countywide Policy Plan**

- a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Per Policy NR-6.1 of the Countywide Policy Plan, development of land that would substantially preclude the future development of mining facilities in areas classified as Mineral Resource Zone (MRZ) 2a, 2b, or 3a is discouraged or prohibited. The Project Site is not located within any of these mineral resource zones.<sup>35</sup> Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

<sup>35</sup> San Bernardino Countywide Plan Policy Map: NR-4 "Mineral Resources Zones." Accessed January 24, 2025.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XIII. NOISE - Would the project result in:</b>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:*** (Check if the project is located in the Noise Hazard Overlay District  or is subject to severe noise levels according to the Countywide Policy Plan Noise Element ):

***Countywide Policy Plan;***

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (Leq) and the Community Noise Equivalent Level (CNEL). Both are based on the A-weighted decibel (dBA) which approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. The Leq is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly Leq for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between (10:00 p.m. and 7:00 a.m. defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and day-night average sound level (Ldn) rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

The dominant noise source within the vicinity of the Project Site is from vehicles traveling on SR-18 which is directly adjacent of the Project Site. The section of SR-18 near the Project Site is listed as an existing Noise contour 70 CNEL.<sup>36</sup> The Proposed Project would be developed on the designated CG-SCp portion of the property, therefore the Proposed Project has a limit of 60 dB(A) from 7:00 a.m. - 10:00 p.m. Leq and 60 dB(A) from 10:00 p.m. - 7:00 a.m. Leq.<sup>37</sup>

Operations associated with the proposed use would be achieved with the use of **street legal trucks a Dodge 1500, a Ford F-250**, and trailers moving on concrete. A comparison of typical sound levels is shown in Figure 7. Noise generated by the on-site equipment and trucks will not lead to a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any Construction activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays are exempt from regulations included in the County Development Code § 83.01.080. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

Section 83.01.090(a) of the San Bernardino County Development Code prohibits the creation of ground vibration that can be felt without the aid of instruments at or beyond the lot-line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot-line. Per Section 83.01.090(c), construction and demolition related ground vibration is exempt from this requirement as long as it occurs between 7:00 AM and 7:00 PM Mondays through Saturdays and not on Sundays or Federal holidays.

Construction of the Proposed Project will not occur outside of the hours outlined in Section 83.01.090(c) of the County Development Code.

The post-construction project operations would not result in any groundborne vibration.

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

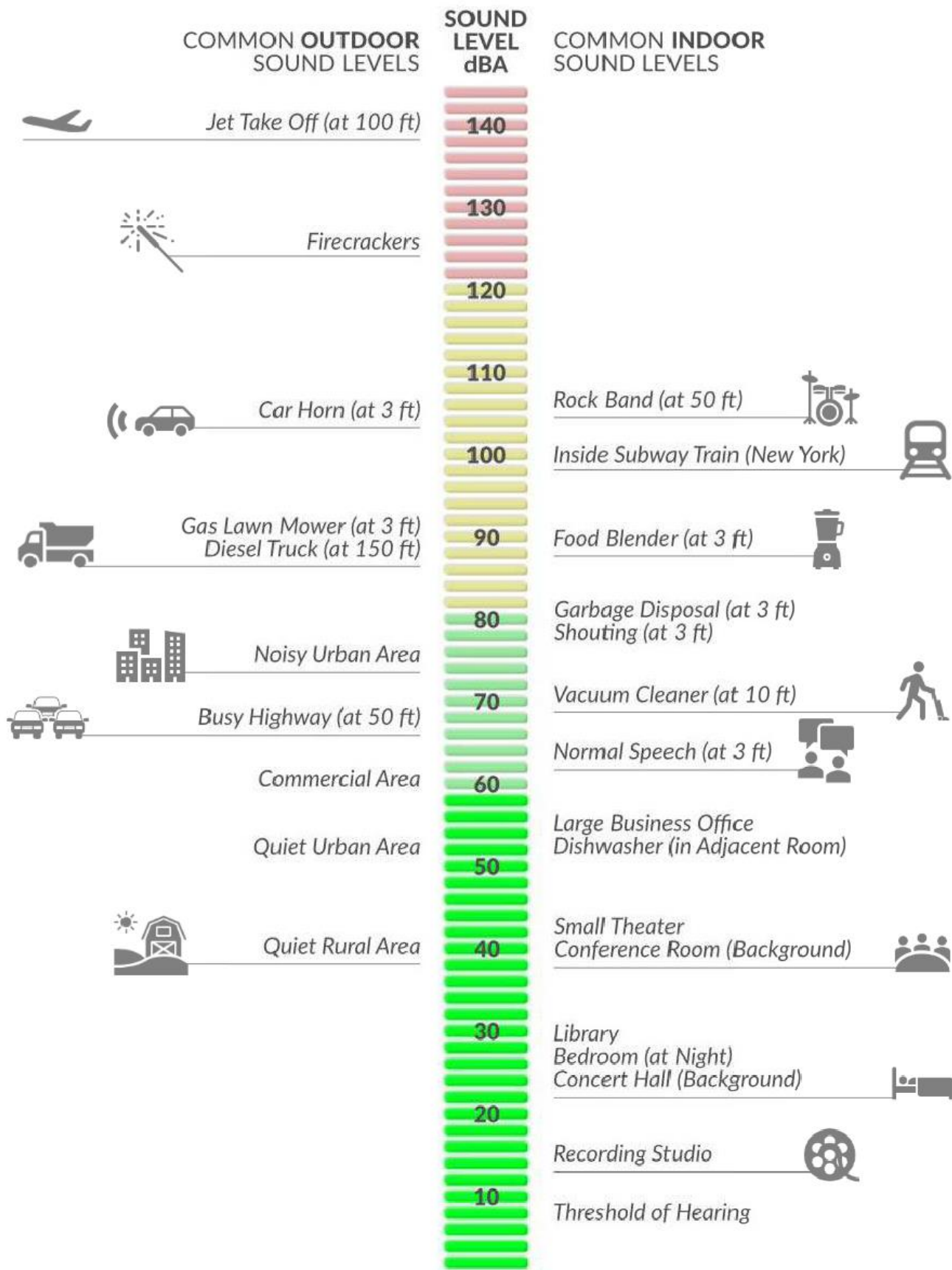
**Less Than Significant Impact**

- 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?*

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<sup>36</sup> San Bernardino Countywide Plan. web maps HZ-7(A-C) Existing Noise Contour. January 05, 2025.

<sup>37</sup> San Bernardino County, Development Code § 83.01.080 Noise, Table 83-2, Noise Standards for Stationary Noise Sources



## COMPARATIVE SOUND LEVELS

ARROWBEAR STORAGE FACILITY  
Arrowbear Lake, San Bernardino County, California

FIGURE 7

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.<sup>38</sup> The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is Big Bear City Airport, which is approximately 13 miles northeast of the Project Site.<sup>39</sup> Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

**Therefore, less than significant adverse impacts are identified.**

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<sup>38</sup> San Bernardino County. County Policy Plan web maps: HZ-9 "Airport Safety and Planning." Accessed December 22, 2025.

<sup>39</sup> San Bernardino County. County Policy Plan web maps: TM-6 "Airports." Accessed December 22, 2025.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XIV. POPULATION AND HOUSING - Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

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

The Proposed Project is the development of a Personal Property Storage facility. The Proposed Project would require approximately 3 part-time employees during peak operations; employees would likely come from nearby mountain communities. Construction activities would be temporary and would not attract new employees to the area. The Proposed Project does not involve construction of new homes and therefore it would not induce unplanned population growth. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

Implementation of the Proposed Project would not displace people or housing and would therefore not require construction of replacement housing elsewhere. No impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XV. PUBLIC SERVICES</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION:***  
***Countywide Policy Plan***

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

*Fire Protection?*

The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>40</sup> All projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>41</sup> The Proposed Project is subject to review and approval from the Arrowbear Lake Fire Department Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Arrowbear Lake Fire Department.

Arrowbear Lake Fire Department, Station 271, located at 33045 State Route 18, Arrowbear Lake, is the nearest fire station located approximately 0.2 miles northeast of the Project Site.<sup>42</sup> The County would maintain sufficient services within its boundaries

<sup>40</sup> San Bernardino County. County Policy Plan web maps: HZ-5 “Fire Hazard Severity Zones.” Accessed December 22, 2025.

<sup>41</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials.

<sup>42</sup> San Bernardino County. County Policy Plan web maps: PP-1 “Critical Facilities.” Accessed January 24, 2025.

as well as expand to serve other incorporated jurisdictions to improve service and coverage.<sup>43</sup> Comprehensive safety measures that comply with federal, state, and local worker safety and fire protection codes and regulations would be implemented into project design to minimize the potential for fires to occur during construction and operations. The Project Site plan (see Figure 2 – Site Plan) includes the addition of a fire hydrant. The Proposed Project would be subject to the conditions required by the Arrowbear Lake Fire Department. The Proposed Project would be required to comply with fire suppression standards and provide adequate fire access. Additionally, property taxes from the business would assist in funding additional needed services. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

#### *Police Protection?*

The San Bernardino County Sheriff's Department (SBCSD) serves the unincorporated portions of the County. The Project Site is located within the service area of the Twin Peaks Sheriff Service Agency. The nearest police station to the Project Site is the SBCD Twin Peaks station located at 26010 Highway 189 approximately 9 miles West of the Project Site. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Property taxes from the business would assist in funding additional needed services. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

#### *Schools?*

The Project Site is within the area served by the Rim of the World Unified School District. Hoffman Elementary School is the nearest school to the Project Site. It is located approximately 0.4 miles southwest of the Project Site. Construction activities would be temporary and would not result in substantial population growth. The estimated 3 employees required for operations are expected to come from the local area. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

#### *Parks?*

The Proposed Project would neither induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would

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<sup>43</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR: Public Services. (2019) Page 5.14-17.

not involve the construction of housing and would not involve the introduction of an additional permanent population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

*Other Public Facilities?*

The Proposed Project would not result in an increased residential population or a significant increase in the work force. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVI. RECREATION</b>				
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 will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:***

- 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 will occur or be accelerated?*

The Proposed Project would require an estimated 3 employees. Employees are expected to come from the local labor force. The Proposed Project does not include development of residential housing or other uses that would lead to substantial population growth. The Applicant intends to develop the designated CG-SCp portion of the property. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. The Proposed Project would not result in a significant increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

- 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?*

The Proposed Project does not include recreational facilities, and no additional recreational facilities would be required. As such the Proposed Project will not have an adverse physical effect on the environment caused by the need for recreational facilities. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVII. TRANSPORTATION – Would the project:</b>				
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) Would the project 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:***  
***Countywide Policy Plan; Trip Generation Analysis by Kittelson & Associates, dated December 11, 2024.***

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

Bicycle and Pedestrian Facilities

There are currently no bicycle or pedestrian facilities on or near the Project Site.<sup>44</sup> The San Bernardino County Transportation Authority Bicycle 2018 Plan has planned a Class III (Bike Route) along State Route 18 within the Proposed Project’s vicinity.<sup>45</sup> The Operation of the Proposed Project shall be conditioned to not impact the proposed Bike Route. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. All vehicles and

<sup>44</sup> San Bernardino County. Countywide Policy Plan: TM-4 “Bicycle & Pedestrian Planning” web map. Accessed January 24, 2025.

<sup>45</sup> San Bernardino County. Countywide Policy Plan: TM-4 “Bicycle & Pedestrian Planning” web map. Accessed January 24, 2025.

stationary equipment would be staged off public roads and would not block emergency access routes. Project vehicles are not anticipated to park off-site and interfere with off-site traffic or bike routes. Therefore, no conflict with a program plan, ordinance or policy addressing bicycle and pedestrian facilities are anticipated.

### Transit Service

The Project Site is within the service area of Mountain Transit (MT) for Fixed Route, Off-the-Mountain (OTM), and Dial-a-Ride services. The Project Site is accessible via State Route 18, which is used by existing Bus Route 5.<sup>46</sup> The nearest bus stop is approximately 1 mile west in Running Springs, CA. There would be no conflict with the MTA services.

The Transportation and Mobility Element of the Countywide Policy Plan:

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

A Trip Generation Analysis, dated December 11, 2024, was prepared for the Proposed Project by Kittelson & Associates (see Appendix H for analysis). The study indicates that the Proposed Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM peak hour.

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

**Goal TM 1: Unincorporated areas served by roads with capacity that is adequate for residents, businesses, tourists and emergency services.**

**Policy TM-1.7:** We require new developments to pay its fair share contribution towards off-site transportation improvements.

**Consistent:** Prior to the issuance of building permits, the Applicant shall pay the Proposed Project's fair share amount for recommended improvements, if required by the Traffic Division.

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<sup>46</sup> San Bernardino County. Countywide Policy Plan: TM-2 "Transit Network" web map. Accessed January 24, 2025.0

**Policy TM-1.8:** When considering new roadway improvement proposals for the Capital Improvements Program or Regional Transportation Plan, we consider the provision of adequate emergency access routes along with capacity expansion in unincorporated areas. Among access route improvements, we prioritize those that contribute some funding through a local area funding and financing mechanism.

**Consistent:** The Project Site is accessible via SR-18, which is an evacuation route within the County.<sup>47</sup> The Proposed Project would provide 7 parking spaces (including one handicap accessible space), which would be adequate for employees and visitors. Project vehicles would not park off-site and interfere with any evacuation activity on SR-38.

**Goal TM-2: Roads designed and built to standards in the unincorporated areas that reflect the rural, suburban, and urban context as well as the regional (valley, mountain, and desert) context.**

**Policy TM-2.2:** We require roadway improvements that reinforce the character of the area, such as curbs and gutters, sidewalks, landscaping, street lighting, and pedestrian and bicycle facilities. We require fewer improvements in rural areas and more improvements in urbanized areas, consistent with the Development Code. Additional standards may be required in municipal spheres of influence.

**Consistent:** The Proposed Project is located in a rural area of the mountain region and would be accessible via SR-18. This road is a paved, 2-lane road that is not ideal for pedestrian use as there are no sidewalks along the highway.

**Policy TM-2.3:** We require new development to mitigate project transportation impacts no later than prior to occupancy of the development to ensure transportation improvements are delivered concurrent with future development.

**Consistent:** Fair-share contributions, if required by the Traffic Division, would be paid prior to the issuance of building permits. The Proposed Project is forecast to generate fewer than 100 peak hour trips with a total of 45 daily trips (3 trips during AM peak hour and 4 trips during PM peak hour). The Project Site is located more than 300 feet from the nearest intersection of two streets designated as Collector or higher on the County's General Plan circulation system. Assuming the Proposed Project shall construct all on-site and off-site improvements (if any) following County design standards, the Proposed Project would not create any new safety or operational concerns.

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

### **Less Than Significant Impact**

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

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<sup>47</sup> San Bernardino County. Countywide Policy Plan: PP-2 "Evacuation Routes" web map. Accessed January 24, 2025.

Senate Bill 743 (SB 743) approved in 2013, endeavors to change the way transportation impacts will be determined according to CEQA. In December 2018, the Natural Resources Agency finalized updates to CEQA Guidelines to incorporate SB 743 (i.e., Vehicle Miles Traveled [VMT]).

The County TIA Guidelines and City VMT Guidelines identify screening criteria for certain types of projects that typically reduce VMT and may be presumed to result in a less than significant VMT impact. To qualify for VMT screening, the project need only satisfy one of the following screening criteria:

- Projects located within a Transit Priority Area (TPA)
  - Projects located within one-half mile radius of a major transit stop or high-quality transit corridor
- Projects located within a low VMT area
  - Site location can be verified with the web-based or map-based VMT Screening Tool
- Project Type Screening
  - Local serving land use
  - Projects which generate less than net new 110 daily vehicle trips (ADT)

The Proposed Project consists of a personal property storage facility, which is forecast to generate less than 110 daily trips, and therefore satisfies the County-established VMT screening criteria for project type screening. The Proposed Project may be presumed to result in a less than significant VMT impact. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The Proposed Project is the development of a personal property storage facility that does not include a geometric design or incompatible uses that would substantially increase hazards. Adequate on-site access for emergency vehicles would be verified during the County's plan review process. Access to the Project Site would be directly off SR-18, SR-18 is generally a windy road. However, the section of SR-18 accessible to the Project Site is straight and would provide adequate line-of-sight. The Proposed Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM peak hour. The Proposed Project's trips would result in minor increases in traffic on a State Highway, but impacts are anticipated to be less than significant. In addition, the Proposed Project will be subject to review by the County Department of Public Works: Traffic Division to ensure that the Proposed Project does not substantially increase hazards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

d) *Result in inadequate emergency access?*

The Project Site does not contain any critical facilities.<sup>48</sup> The Project Site is accessible via SR-18, which is an evacuation route.<sup>49</sup> Access to the Project Site would be directly off of SR-18. The driveway at the Project Site is currently unpaved and would be paved with concrete as part of the Proposed Project. The proposed on-site circulation loop would stem from SR-18 and be developed with concrete. Adequate on-site access for emergency vehicles would be verified by the Fire Department during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. The Proposed Project would establish 7 parking spaces, including one handicap accessible space. Parking will be located by the office building.

Therefore, the Proposed Project would not result in project vehicles parking off-site or interfering with off-site traffic. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

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<sup>48</sup> San Bernardino County. County Policy Plan web maps: PP-1 "Critical Facilities." Accessed January 24, 2025.

<sup>49</sup> San Bernardino County. County Policy Plan web maps: PP-2 "Evacuation Routes." Accessed January 24, 2025.

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

**SUBSTANTIATION:** *Cultural Resources Assessment, BFA Environmental Services, January 6, 2025, South Central Coast Information Center, California State University Fullerton; Sacred Lands File*

Assembly Bill (AB) 52 requires Lead Agencies consult with Native American tribes on the Native American Heritage Commission List to determine whether the tribes believe unique archaeological sites might exist on the proposed project site. Initiation of consultation is required prior to public review of a Project CEQA document. Notification involves a letter with a brief project description, location, lead agency contacts information and statement that the tribe has 30 days to request consultation. The lead agency must begin consultation within 30 days of receipt of tribal request. Public agencies, when feasible are required to avoid damages to Tribal Cultural Resources (TCR): a site feature, place, cultural landscape, scared place or object, which is of cultural value to a Tribe; and I either on or eligible for the California Historic Register or a local historic register, or the lead agency, at its discretion, chooses to treat the resource as a TCR (Public Resources Code [PRC] 21074 (a)(1)(A)-(B)).

A Sacred Lands File (SLF) search request was sent to the NAHC for the Project on December 6, 2024, by BFSA Environmental Services. The objective of the search was to determine if the NAHC had any knowledge of Native American Cultural Resources (e.g. traditional use or gathering area and place of religious or sacred activity) within

the immediate vicinity of the Project. A response from the NAHC was received on December 26, 2024, indicating that there are no known Native American Cultural resource(s) within the immediate vicinity of the Project area.

The NAHC provided a list of contacts representing six Native American Tribe that may have knowledge of additional Cultural Resources within or near the Project property: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, San Manuel Band of Mission Indians, Serrano Nation of Mission Indians.

AB 52 consultation was initiated by the County on April 15, 2025, in compliance with PRC Section 21080.3.1(b) formal notification was provided to California Native American tribal representatives which may have interest in projects within the geographic area traditionally and culturally affiliated with the tribe. Consultation was concluded on December 1, 2025. Consultation notification was provided to Twenty-Nine Palm Band of Mission Indians, Yuhaaviatam of San Manuel Nation (YSMN), San Manuel Band of Mission Indians, San Gabrieleno Band of Mission Indians, Morongo Band of Mission Indians, Fort Mojave Indian Tribe, Colorado River Indian Tribes.

The YSMN requested that the County include specified mitigation measures for the Cultural Resources Section and this section, Tribal Cultural Resources. The requested mitigation measure have been included as follows:

### **Mitigation Measures**

#### **TCR-1 Treatment of Cultural Resources During Project Implementation**

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

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

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

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

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

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

#### **TCR-2 Inadvertent Discoveries of Human Remains**

If human remains 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.

Impact analysis

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

The Cultural Resources Assessment for Arrowbear Boat Storage project did not identify any significant cultural resource within the project boundaries. Although historic-aged buildings and features were identified within the property, Hatheway (2010) determined these resources are not eligible for the CRHR and do not qualify as Historical Resources as defined by CEQA. However, consultation with Twenty-Nine Palm Band of Mission Indians, Yuhaaviatam of San Manuel Nation (YSMN), San Manuel Band of Mission Indians, San Gabrieleno Band of Mission Indians, Morongo Band of Mission Indians, Fort Mojave Indian Tribe, Colorado River Indian Tribes, resulted in the proposition of mitigation measures provided by YSMN. With the implementation of TCR-1 and TCR-2, impact to Tribal Cultural Resources would be reduced to less than significant.

#### **Less than Significant with Mitigation**

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

The records search and pedestrian survey did not identify any significant Tribal Cultural Resources within the Project property, and the NAHC Sacred Land File search results were negative. As such, there would be no impact on any known Tribal Cultural Resources from the proposed Project. However, to ensure that no such impacts would occur to previously unknown resources, Mitigation Measures TCR-1 and TCR-2 would be implemented if precontact cultural resources are discovered during project implementation.

**Less than Significant with Mitigation**

**Significant impacts to Tribal Cultural Resources have been identified or anticipated. With the incorporation of Mitigation Measures TCR-1 and TCR-2, impacts to this resource would be reduced to a less than significant level.**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- |    |  |                          |                          |                                     |                          |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) | Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

<b>SUBSTANTIATION:</b>
<b>Countywide Policy Plan; Site Plan</b>

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

The Project Site is located within the Arrowbear Park County Water District (APCWD) service area. The property is currently developed, the Proposed Project includes construction of one (1) storage building, and an existing building to be used as an office. The estimated increase in water demand over the existing water supplied to the Project Site is 2%. APCWD has provided a letter to the project Architect, confirming that the additional demand from restroom facilities can be accommodated by their current water supply infrastructure. Implementation of the Proposed Project would not result in a significant increase in water demand nor require the construction of new water facilities or expansion of existing facilities.

The APCWD currently provides sewer service to the Project Site and will continue to provide Service. The estimated increase in sewer flow (< 2%) would not require or result in the construction or expansion of existing sewer facilities.

The Proposed Project would be serviced by Southern California Edison (SCE), which provides the electrical service to the general area. There are existing power lines and service on-site. As such, the Proposed Project would not require construction or expansion of SCE facilities.

Southern California Gas Company (SoCalGas) provides service to the existing land use and would continue to provide natural gas services to the Proposed Project Site via existing service connection. Therefore, no construction or expansion of SoCalGas facilities is anticipated.

The Proposed Project will be served by Frontier for telecommunication services. The Proposed Project is the development of a personal storage facility; therefore, it is not anticipated to have a significant demand for telecommunication services. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The Project Site is within the water service area of the APCWD. The District is not required by State law to prepare an Urban Water Management Plan. The estimated increase in water demand over the existing water supplied to the Project Site is 2%. APCWD's letter referenced above confirms that their current water supply infrastructure can adequately support the additional demand associated with the Proposed Project. Implementation of the Proposed Project would not result in a significant increase in water demand. The water district has indicated that service would continue to the Project Site.

### **Less Than Significant Impact**

- 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?*

Wastewater generated by the Proposed Project would continue to be provided by the APCWD. The increase in demand for wastewater treatment is less than 2% over that of current uses on-site. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

- 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?*

The Proposed Project would be served by Burrtec. The Project Site is located in the mountain region of the County, which is served by the Barstow Sanitary Landfill and Victorville Sanitary Landfill. The Barstow Sanitary Landfill has a maximum daily disposal capacity of 1,500 tons per day and the Victorville Sanitary Landfill has a maximum disposal capacity of 3,000 tons per day.<sup>50</sup> CalRecycle provides estimates for solid waste generation created by businesses over a certain amount of time. The Proposed Project would require an estimated 3 employees. According to CalRecycle's estimated solid waste generation rates for the commercial sector, the Proposed Project would generate, an approximate estimate of 31.59 pounds of solid waste per day, or approximately 0.01 tons per day, based on 10.53 pounds per person per day (10.53 pounds \* 3 people = 31.59 pounds).<sup>51</sup>

The 0.01 tons per day of waste generated from the Proposed Project is not expected to significantly impact the daily disposal capacity of either the Victorville or Barstow

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<sup>50</sup> San Bernardino Countywide Policy Plan Draft EIR. Utilities and Service Systems. Table 5.18-9 "Landfill Capacity: Landfills Serving Unincorporated San Bernardino County"

<sup>51</sup> CalRecycle. Estimated Solid Waste Generation Rates. Accessed February 05, 2025.

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

### **Less Than Significant Impact**

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

The purpose of California Assembly Bill (AB) 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. The Applicant shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of AB 2176. As of September 15, 2020, AB 1826 (Enacted September 28, 2014) requires businesses that generate two (2) cubic yards or more of solid waste per week to recycle their organic waste. Proof of compliance with AB 341 and AB 2176 are required as project conditions of approval.

The San Bernardino County, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan. The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. A project's waste management plan is to consist of two parts which are incorporated into the Conditions of Approval (COA's) by the County. As part of the plan, projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Additionally, projects must provide the amount of waste that will be diverted and disposed of. Disposal/diversion receipts or certifications are required as a part of that summary.

The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				

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

***SUBSTANTIATION:***

***Countywide Policy Plan; Site Plan***

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

The Project Site does not contain any critical facilities.<sup>52</sup> The Project Site is accessible via SR-18, which is an evacuation route.<sup>53</sup> Access to the Project Site would continue to be provided by the existing, gravel entrance directly off SR-18 that would be graded and paved with concrete. The proposed on-site circulation loop would also be paved. Adequate on-site access for emergency vehicles would be verified by the Fire Department during the County’s plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. All vehicles and stationary equipment would be staged off public roads and would not block emergency access routes. Implementation of operational activities would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

<sup>52</sup> San Bernardino County. County Policy Plan web maps: PP-1 “Critical Facilities.” Accessed January 10, 2025.

<sup>53</sup> San Bernardino County. County Policy Plan web maps: PP-2 “Evacuation Routes.” Accessed January 10, 2025.

### **Less Than Significant Impact**

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?*

The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>54</sup> All projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>55</sup> The Proposed Project **and an associated Evacuation Plan** would be subject to review and approval from the Arrowbear Lake Fire Department. Furthermore, the Proposed Project does not include construction of habitable structures nor are there any existing structures used for residential purposes. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The Proposed Project is the development of a Personal Property Storage that would include one (1) 10,974-square-foot (SF) buildings to be used for storage, and a 1,757-SF existing building to be used as an office. It would utilize existing utilities that provide services to the property with no need for upgrades. The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>56</sup> The Proposed Project shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>57</sup> The Proposed Project is subject to review and approval from the Arrowbear Lake Fire Department Fire Marshal. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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<sup>54</sup> San Bernardino County. County Policy Plan web maps: HZ-5 "Fire Hazard Severity Zones." Accessed January 10, 2025.

<sup>55</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials. Accessed January 10, 2025

<sup>56</sup> San Bernardino County. County Policy Plan web maps: HZ-5 "Fire Hazard Severity Zones." Accessed January 10, 2025.

<sup>57</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials. Accessed January 10, 2025

### **Less Than Significant Impact**

- 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?*

The Project Site is located within a Fire Safety overlay and a Very High Fire Hazard Severity Zone.<sup>58</sup> However, the Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.<sup>59</sup> The Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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<sup>58</sup> San Bernardino County. County Policy Plan web maps: HZ-5 “Fire Hazard Severity Zones.” Accessed January 10, 2025.

<sup>59</sup> San Bernardino County. County Policy Plan web maps: HZ-4 “Flood Hazards.” Accessed January 10, 2025.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**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 type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| a) <i>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?</i> |                          |                                     |                                     |                          |

A Biological Resources Assessment (BRA) and Jurisdictional Delineation (JD), dated January 2025, was prepared for the Project Site by Jennings Environmental and is summarized herein and attached to this Initial Study as Appendix B.

No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during surveys. Jennings’s literature and database search yielded 67 sensitive species, 20 of which are listed as threatened or endangered, and 3 sensitive habitats, have been documented in the *Keller Peak and Harrison Mtn.* quadrangles. *Harrison Mtn.* quad was included in this search due to the Project Site’s proximity to its border. This list of sensitive species and habitats includes any State

and/or federally listed threatened or endangered species, CDFW-designated Species of Special Concern (SSC), and otherwise Special Animals. According to the databases, no sensitive habitat, including USFWS-designated critical habitat, occurs within or adjacent to the Project Site.

The immediate surrounding area contains habitat suitable for nesting birds in general. As such, the Proposed Project is subject to the following nesting bird regulations: Migratory Bird Treaty Act and California Fish and Game Code. Therefore, with implementation of Mitigation Measure BIO-1, no significant impacts to nesting birds will occur from development of the Proposed Project. Additionally, the development of the Proposed Project will not impact jurisdictional drainage features or designated Critical Habitats. The Project Site occurs within a modeled habitat linkage.<sup>60</sup> However, according to the BRA, the Project Site is mapped within an area of low to less permeable for wildlife movement. Construction of the Proposed Project would require the removal of ~~approximately 10 seven trees ranging in size from 8" to 24" in diameter, all located on the west side of the Project Site. Most of these trees are in the center of the property; four are along SR 18 according to the Site Plan.~~ Wildlife within the mountains will largely use trees as a mode of transportation within the forest. However, the Proposed Project is within an existing developed portion of the mountains. Additionally, the Proposed Project, does not include development of a building over three stories tall. As the Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>61</sup> Therefore, the ability for wildlife to move across the Project Site or within the Proposed Project's vicinity will remain unobstructed. Therefore, the Proposed Project is not anticipated to have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal.

A Cultural Resources Study, dated January 6, 2025, was prepared for the Proposed Project by BFA Environmental Services (see Appendix C for report). The Cultural Resources Study did not identify any historical resources as defined by CEQA within the Project Site. However, review of historic aerial imagery demonstrates that the subject property has been impacted and cleared several times. This characterization of the property as superficially disturbed is relevant to the consideration of cultural resources being present within the project. When parcels are cleared, disked, or otherwise disturbed, evidence of surface artifact scatters is lost. Regardless of whether cultural resources have ever existed within this property, the current state of the area appears to have affected the potential to discover any surface scatters of artifacts. Therefore, based upon the presence of historic-aged buildings and features within the property, and the documented historical development and decades of disturbance on the property there remains a potential for buried or masked archaeological deposits to be present within the project's boundaries. As the status of the property appears to have affected the potential to discover any surface scatters of artifacts, archaeological monitoring is

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<sup>60</sup> San Bernardino County. County Policy Plan web maps: NR-2 "Parks and Open Space Resources." Accessed January 14, 2024.

<sup>61</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

recommended during all project-related ground disturbances. Mitigation measure **CUL-1, CUL-2, CUL-3, and CUL-4** would reduce impacts to a less than significant level.

BFSA's review of the archaeological records search indicates that a total of twenty-six previously recorded cultural resources have been identified within a one-mile radius of the Project Site. These resources include seven prehistoric, two multicomponent and seven historic. No previously recorded cultural resources were identified within the Project Site's boundaries. The records search results also indicate that fifty-five cultural resource studies have been conducted within one mile of the Project Site, two of which overlap the Project Site (Mirro 2006; Hatheway 2010). The Mirro (2006) study consisted of a large overview and did not directly address the Project Site. The Hatheway (2010) study directly addressed the subject property. Noting the presence of buildings and features and determined that it contained no distinguishing architectural, design, or engineering elements. Concluding that they contained no historic significance and were not CRHR-eligible. Based upon the findings presented within the Cultural Resources Study, no archaeological sites or artifacts identified during the survey of the Project Site. However, due to the documented historical development and decades of disturbance on the property, there remains a potential for buried or masked archaeological deposits to be present within the project boundaries. As such, archaeological monitoring is recommended during all project-related ground disturbances. Implementation of Mitigation Measure **CUL-1, CUL-2, CUL-3, CUL-4** would ensure no significant impacts to potential cultural resources occur.

### **Less than Significant with Mitigation**

- 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)?*

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

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

### Air Quality

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

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

### Greenhouse Gas

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

Currently, the County GHG Reduction Plan's initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e) per year or more. Projects that do not exceed this threshold require no further climate change analysis. Therefore, consistent with CEQA Guidelines Section 15064h(3),10, the County, as lead agency, has determined that the project's contribution to cumulative GHG emissions and global climate change would be less than significant if the project is consistent with the applicable regulatory plans and policies to reduce GHG emissions. As discussed previously, the Proposed Project's total net operational GHG emissions do not exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e per year, and is consistent with the goals and objectives of the County's GHG Reduction Plan. Therefore, the Proposed Project's incremental contribution to GHG emissions and their effects on climate change would not be cumulatively considerable.

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

### **Less Than Significant Impact**

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

As discussed, the Proposed Project would not impact sensitive receptors due to criterial pollutant emissions, noise generation, odor generation, and hazardous material emissions and handling.

There are Sensitive Receptors along the hill to the north and northwest of the Project Site. However, the Proposed Project will not expose Sensitive Receptor to substantial pollutant concentrations as the Proposed Project does not exceed SCAQMD thresholds as shown in Tables 3 and 4. Therefore, all potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the Proposed Project will be required to meet the conditions of approval for the Proposed Project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

The incorporation of design measures, San Bernardino County policies, standards, and guidelines and proposed mitigation measures as identified within this Initial Study would ensure that the Proposed Project would have no significant adverse effects on human beings, either directly or indirectly on an individual or cumulative basis. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

## Mitigation Measures

**BIO-1:** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS). These surveys should be conducted no more than 3 days prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

**CUL-1:** Archaeological monitoring is recommended during all project-related ground disturbances. The consulting archaeologist shall have the authority to modify and reduce the monitoring program to either periodic spot checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. If cultural/historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the County.

### **CUL-2**

A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

### **CUL-3**

Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

### **CUL-4**

Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

### **TCR-1**

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

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

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

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation

of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

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

## **TCR-2**

If human remains 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.

## **XXII. MITIGATION MEASURES**

(Any mitigation measures, which are not 'self-monitoring' shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval.

### **Mitigation Measures**

**BIO-1:** Nesting bird nesting season generally extends from February 1 through September 15 in southern California and specifically, March 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, a qualified Avian Biologist will conduct pre-construction Nesting Bird Surveys (NBS). These surveys should be conducted no more than 3 days prior to project-related disturbance to nestable vegetation to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage, and expected types, intensity, and duration of the disturbance. The nests and buffer zones shall be field-checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.

**CUL-1:** Archaeological monitoring is recommended during all project-related ground disturbances. The consulting archaeologist shall have the authority to modify and reduce the monitoring program to either periodic spot checks or suspension of the monitoring program should the potential for cultural resources appear to be less than anticipated. If cultural/historical/archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall cease and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archaeology (National Park Service [NPS] 1983) shall be contacted immediately to evaluate the find(s). If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted and will be reported to the County.

### **CUL-2**

A Monitoring and Treatment Plan that is reflective of the project mitigation (“Cultural Resources” and “Tribal Cultural Resources”) shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

### **CUL-3**

Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each workday to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

### **CUL-4**

Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker’s Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior’s Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days’ notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

### **TCR-1**

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

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

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

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

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

## **TCR-2**

If human remains 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.

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San Bernardino County. Countywide Plan web maps.  
<https://countywideplan.com/resources/maps-tables-figures/>. Accessed periodically.

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<https://wildlife.ca.gov/Conservation/Planning/NCCP> Accessed January 14, 2024.

## **PROJECT-SPECIFIC REFERENCES**

BFSA Environmental Services. Cultural Resources Study for the 32864 Hilltop Boulevard Project. January 6, 2025.

*Initial Study* PROJ-2023-00088  
*Arrowbear Boat Storage*  
APN: 0328-165-16  
December 2025

BFSA Environmental Services. Paleontological Assessment for the 32864 Hilltop Boulevard Project. January 7, 2025.

Trip Generation Analysis by Kittelson & Associates, dated December 11, 2024.

Jennings Environmental, LLC. Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project. Prepared January 2025.

Walsh Engineering. Preliminary Drainage Report for Diess Boat Storage. Prepared April 4, 2025.

Update Report of Geotechnical/Geologic Study, Proposed Boat Storage Buildings, 32864 Hilltop Boulevard, Arrowbear Lake, CA 92314, August 14, 2024, Hilltop Geotechnical, Inc

Lilburn Corporation. CalEEMod Outputs for Personal Property Storage. January 3, 2025.

# **EXHIBIT F**

**From:** [Scott S. Seccombe](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Arrowbear project: PROJ-2023-00088  
**Date:** Saturday, May 3, 2025 9:11:26 PM

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Project number: PROJ-2023-00088. APN: 0328-165-16

May 3, 2025

Elena Barragan, S.B. County,

My family has been in this area in Arrowbear since 1940 and we have property across the street from this site. We see a lot of what looks like illegal grading, tree cutting, and asphalt work being done on the property and hear a lot of noise throughout the day. All of the boats and other vehicles on the land have made the area very unattractive. We don't think there needs to be more noise, traffic, building, and tree cutting in what used to be a quiet area. I would be very disappointed if this project were approved.

Scott S. Seccombe - barefut42@aol.com

**From:** [Craig Carpenter](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Re: Proj-2023-00088  
**Date:** Tuesday, September 30, 2025 9:35:53 AM  
**Attachments:** [image001.png](#)  
[image001.png](#)

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Thanks for letting me know. I'll work on a comment letter.

Just as a fyi, I got an old, out of office auto-reply when I emailed you .

Thanks,  
Craig

On Tue, Sep 30, 2025, 9:10 AM Barragan, Elena <[Elena.Barragan@lus.sbcounty.gov](mailto:Elena.Barragan@lus.sbcounty.gov)> wrote:

Hi Craig,

The project is still in review.

You will be provided the Notice of Intent for CEQA, and also the Notice of Hearing, for when the item goes to Zoning Administrator for review.

Please note that as the project is ongoing, you may submit comment letters, and Staff will add them to the project record.

Thank you,

Elena

**Elena Barragan**

Senior Planner  
**Land Use Services Department**  
Phone: 909-387-4422

Fax: 909-387-3223  
[385 North Arrowhead Avenue](#), First Floor

San Bernardino, CA 92415-0187



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**From:** Craig Carpenter <[craigcarp@gmail.com](mailto:craigcarp@gmail.com)>  
**Sent:** Monday, September 29, 2025 3:01 PM  
**To:** Barragan, Elena <[Elena.Barragan@lus.sbcounty.gov](mailto:Elena.Barragan@lus.sbcounty.gov)>  
**Subject:** Re: Proj-2023-00088

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Hi Elena,

Thanks again for sending over these docs.

When we chatted earlier, I mentioned that I had received notification of the project after the comment period had ended and you said something to the effect that I would be able to raise my objections during a hearing, whenever that occurs. I wanted to confirm this and also find out if this project has moved forward in the approval process.

Thanks,

Craig Carpenter

On Thu, May 22, 2025 at 5:03 PM Barragan, Elena <[Elena.Barragan@lus.sbcounty.gov](mailto:Elena.Barragan@lus.sbcounty.gov)> wrote:

Hello,

Please see the attached documents.

1. Site Plan with elevations
2. Latest division responses
3. Caltrans communication
4. Arrowbear Lake Fire Protection communication

Thank you,

Elena

**Elena Barragan**

Senior Planner  
**Land Use Services Department**

Phone Number: 909-387-4422  
Fax: 909-387-4422  
[385 N. Arrowhead Ave., 1<sup>st</sup> Floor](#)

San Bernardino, CA 92415-0187



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**From:** [Murray CIV Philip J JR](#)  
**To:** [Macias, Ivonne](#); [Barragan, Elena](#)  
**Subject:** RE: Project Notice PROJ-2023-00088  
**Date:** Thursday, May 1, 2025 12:04:55 PM  
**Attachments:** [RE Project Notice PROJ-2023-00088.msg](#)

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**ALAN B. KAITZ**  
288 Cameo Drive  
PO Box 3104  
Lake Arrowhead, Upland, CA 92352  
(909) 917-1340 Phone

**January 23, 2026**

**VIA EMAIL ONLY**

**Elena Barragan, Senior Planner**  
Land Use Services Department  
385 North Arrowhead Avenue, First Floor  
San Bernardino, CA 92415-0187

**Re: The Boatyard**

Dear Ms. Barragan,

I am writing to respectfully, yet strongly, urge your approval of the Boat Yard's application to construct indoor boat storage at its local facility. I do so not only as a concerned homeowner, but as someone with nearly five decades of deep personal involvement in the Lake Arrowhead community.

I have been a local homeowner for almost 50 years and am currently one of the longest-serving Board Members of the Arrowhead Lake Association (ALA). I have also had the honor of serving as its President. Through these roles, as well as through firsthand experience, I have developed a clear understanding of how essential safe and adequate boat storage is to the overall health and resilience of our community.

The devastating winter storms of 2023, commonly referred to as "Snowmageddon", made this need unmistakably clear. Heavy snow and ice loads caused widespread destruction across the lake, with dozens of docks torn loose, flipped, submerged, or destroyed. Many boats left on the lake during the winter were damaged or sank entirely. I personally know several families who lost boats and/or docks, resulting in significant financial losses that were not covered by insurance. Sadly, these were not isolated events; it is estimated that well over 50 boats sank and many docks were destroyed during that single winter season.

In recent years, more and more boat owners have been forced to keep their boats on lifts during the winter due to limited or nonexistent local storage options. The closure of downhill storage facilities has only compounded the problem. As increasing numbers of owners now seek to remove their boats completely from the lake during winter months, the lack of available on-mountain storage has become an urgent and growing concern.

The proposed indoor storage facility at the Boat Yard offers a responsible and forward-thinking solution. It would help protect boats and docks from severe winter

Ms. Barragan  
January 23, 2026  
Page 2 of 2

conditions, reduce the risk of future environmental and financial losses, and provide peace of mind to residents who simply cannot endure a repeat of the hardships experienced in 2023.

Beyond safety considerations, this project would also provides meaningful economic and infrastructure benefits. Keeping boats on the mountain year-round encourages the use of local maintenance, repair, and cleaning services; supporting small businesses and keeping dollars within the community. In addition, it would reduce seasonal hauling traffic, thereby lessening wear and tear on mountain roads, trailers, and towing vehicles.

Lake Arrowhead is often mistakenly viewed as a community of unlimited means. In reality, it is home to many full-time and long-time residents who have cherished their cabins for decades and who live on fixed or modest incomes. For these families, another winter like 2023 could be financially devastating.

Approving this application is not simply about storage; it is about safety, sustainability, economic stability, and preserving the character of our community. Based on my many years of service and personal experience, I firmly believe this project is both necessary and in the best interests of Lake Arrowhead and its residents.

Thank you for your time, thoughtful consideration, and continued service to our community.

Respectfully submitted,

*Alan Kaitz*

**From:** [George Macer](#)  
**To:** [Barragan, Elena](#); [laboatyard@gmail.com](mailto:laboatyard@gmail.com)  
**Subject:** LA Boatyard Project  
**Date:** Saturday, January 24, 2026 11:06:03 PM

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You don't often get email from [bud.macer@gmail.com](mailto:bud.macer@gmail.com). [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

My name is George "Bud" Macer.  
I have been boating here in the mountain area since 1960.  
I currently own 3 boats on the mountain.  
I am presently the President of the Board of the Arrowhead Lake Association.  
There has been, and still is a tremendous shortage of safe, indoor storage for boats in the off season and trailer storage during the summer season.  
I wholeheartedly support this endeavor which will make a great difference to the boating community on the mountain, and at the same time reduce congestion and improve safety on our highways.  
Thank you for your support.

Bud Macer  
[bud.macer@gmail.com](mailto:bud.macer@gmail.com)  
Mobile: (562) 618-3953

**From:** [Carol Stouthamer-Bennett](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Boatyard proposal in Arrowbear  
**Date:** Thursday, March 12, 2026 1:19:37 PM

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Dear Ms. Barragon,

Please disregard the previous email concerning Burrtec.

This email is about a proposal to build a million dollar boat storage facility off of Highway 18 in Arrowbear.

Our neighborhood seems to be undergoing attack with schemes that will ruin our surroundings.

I have no complaints about the boat storage as it exists now, however a huge parking facility should not be permitted under current zoning laws.

Thank you for your consideration,  
Carol Stouthamer

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**From:** [Chris Kouri](#)  
**To:** [Barragan, Elena](#)  
**Subject:** The Boatyard  
**Date:** Monday, January 26, 2026 9:47:19 AM

---

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Dear Elena,

I have been a customer of Darren's for many years and know he will do a great job for the community storage wise, but also for the environment of ours and his mountain communities.

I vote yes!

Sincerely,

Chris Kouri

Chris Kouri

Chris Kouri & Associates

[714-630-2311](tel:714-630-2311)

Cell [714-743-3744](tel:714-743-3744)

[www.chriskouri.com](http://www.chriskouri.com)

CKA Logo



**From:** [Crystal Mueller](#)  
**To:** [Barragan, Elena](#)  
**Subject:** comments related to the proposed boat storage on highway 18 in Arrowbear  
**Date:** Sunday, January 4, 2026 10:37:03 PM

---

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The proposed Arrowbear Boat Storage project should not be approved for the following reasons:

### **1. Harm to Scenic Quality and Neighborhood Character**

The proposed industrial-scale metal boat storage building is three stories tall (32 ft.) and would include an imposing 10-foot high masonry wall. This design, along with additional lighting, would permanently degrade the scenic quality of our community. Located along State Route 18, a designated scenic corridor, the project would dominate views, remove natural forest character, increase glare and light pollution, and conflict with the small-town mountain setting that defines Arrowbear.

### **2. Declining Property Values and Long-Term Financial Harm**

The visual impact, increased traffic, noise, and the industrial appearance of the project would negatively affect the whole community, particularly homes along Powers Lane and Cougar Lane. Loss of scenic views, sunlight obstruction, and increased fire risk and traffic threaten long-term property values and impose lasting financial harm on homeowners.

### **3. Increased Wildfire Risk and Threat to Life and Property**

The storage of boats containing gasoline and other flammable materials in a Very High Fire Hazard Severity Zone and the cumulative impact of the Burrtec natural gas facility, creates unacceptable risk. The site lies along SR-18, the only evacuation route, which was also used as a containment line during the 2024 Line Fire. Introducing additional fuel sources along this corridor endangers residents, homes, and emergency evacuation needs.

### **4. Inadequate Review**

The development is being proposed on a parcel that is not zoned for recreational vehicle storage and is incompatible with the County's

designated land use. Additionally, a Minor Use Permit is not adequate for the project's proposed use. Further review and project modifications are needed to protect community safety, scenic resources, property values, and quality of life.

**We respectfully request that San Bernardino County deny the project as proposed.**

**Sincerely, Crystal Mueller, Ph.D. Arrowbear CA resident.**

**From:** [David Natker](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [The BoatYard On the Mountain](#)  
**Subject:** On the mountain boatyard  
**Date:** Friday, January 16, 2026 4:24:05 PM

---

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Hello Elena, I am a property owner in Lake Arrowhead, I have been a customer of Darren for a few years. I am supportive of his project, he is a solid business owner and has been extremely attentive to our family. Having a safe and convenient boat storage on the mountain is a benefit to our community. It provides a place to store our property in a secure and monitored location, rather than in our driveways or worse, if neighbors store their boats on our narrow roads, particularly challenging if we have bad weather. If you would like to hear directly from a customer, please call on me.

Thank you for your service and supporting our treasured mountain community.

David Natker  
27987 St. Bernard Lane Lake Arrowhead 92352

**From:** [MICI AND FRED](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Boatyard project.  
**Date:** Saturday, January 24, 2026 7:53:36 AM

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You don't often get email from horsebrokeranch@msn.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

My name is Fred Getty. I live in Lake Arrowhead and I'm writing to support the Boatyard project in Running Springs.

Owning a boat in the mountains isn't easy. Between snow, freezing weather, and wildlife, leaving boats outside just doesn't make sense. Raccoons alone can do serious damage in no time. Indoor storage gives people a practical way to protect what they've worked hard to buy.

This project also helps clean things up around town. Boats and trailers end up parked on roads, access points, and wherever they can fit. Having a proper place for them means fewer obstacles, safer roads, and less clutter in neighborhoods.

I also think it's good for Running Springs. An active business along the roadway beats empty buildings that sit and deteriorate year after year. This kind of use feels responsible and useful, not disruptive.

At the end of the day, this is a straightforward solution to a real problem. It helps residents, improves safety, and adds something positive to the community. I'm in favor of it and hope you are too.

Thank you for your time,

Fred Getty

Lake Arrowhead Resident



**From:** [Craig Carpenter](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Arrowbear Boat Project comment  
**Date:** Sunday, January 4, 2026 7:23:52 PM  
**Attachments:** [ArrowbearBoatProjectComment.zip](#)

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Hi Elena,

Please find attached a zip file with the following:

- An introductory letter
- A Friends of Arrowbear comment statement, on my behalf.
- A copy of a petition that was signed by 87 locals, in opposition to the project.
- A document listing petition signatures.
- A document with petition comments.

Thank you,  
Craig Carpenter

# Public Comment on Arrowbear Boat Storage Project

Thank you for the opportunity to comment on the proposed Arrowbear Boat Storage project. The following comments raise serious concerns regarding zoning incompatibility, permit adequacy, environmental impacts, scenic quality, wildfire risk, and alignment with the Countywide Policy Plan and community priorities.

## Incompatible Zoning

The proposed use is incompatible with the site’s **CG (General Commercial)** zoning under the San Bernardino County Development Code.

*Table 82-11*

*Allowed Land Uses and Permit Requirements for Commercial Land Use Zoning Districts*

<i>Land Use</i>  <i>See Division 10 (Definitions) for land use definitions</i>	<i>Permit Required by District</i>						<i>Specific Use Regulations</i>
	<i>CR</i>	<i>CN</i>	<i>CO</i>	<i>CG</i>	<i>CS</i>	<i>CH</i>	
Storage - Recreational vehicles	CUP	—	—	■	CUP	CUP	

Table 82-11, from § 82.05.040 Commercial Land Use Zoning District Allowed Uses and Permit Requirements, does not allow recreational vehicle storage facilities on CG-zoned parcels. The project attempts to characterize the use as “personal property storage,” but this classification is inconsistent with the Development Code’s definitions. Division 10 defines Storage-Personal Storage as:

“Structures containing generally small, individual compartmentalized units or lockers rented as individual storage spaces.”

Boat storage does not meet this definition. Instead, the proposed use falls under **Storage, Recreational Vehicles**, which requires different zoning.

Comparable boat storage facilities in Lake Arrowhead—Mile High Marine Storage and Kiwi Docks—are both located on **CS-zoned parcels**, which allow this type of use. This comparison demonstrates the project is incompatible with zoning on the proposed parcel.

# Minor Use Permit Is Inadequate

The scale, operational intensity, and environmental sensitivity of the project are inconsistent with the findings required under **Development Code § 85.06.040**.

The project proposes year-round operations with substantial outdoor activity, including regular movement of large vehicles and trailers. These impacts will adversely affect abutting residential properties through traffic, noise, increased wildfire risk, and degradation of community aesthetics.

A Conditional Use Permit (CUP) is the appropriate entitlement to ensure adequate discretionary review, enforceable conditions, and meaningful public oversight.

- The project's adjacency to State Route 18, a USFS designated Scenic Route, combined with its location in the Mountain Region, warrants enhanced review. A Minor Use Permit does not provide sufficient findings to evaluate scenic compatibility and long-term visual impacts.
- The storage of boats containing fuel in a wildfire-prone mountain community raises safety concerns that exceed the scope of Minor Use Permit review. The impact of fire risk and potential loss of life and property in this residential area is a concern in the event of a fire with the cumulative impact of close proximity to a private natural gas facility next door utilized by Burrtec.
- The project itself is controversial, given that the community of Arrowbear and Hilltop as a whole does not have a lake for motorized boats or boats longer than 14 ft. so it does not fulfill a community need. It increases the threat to life and private property in a wildfire prone region and places the burden on a disadvantaged unincorporated community. This is not in line with the San Bernardino Countywide Policy Plan Safety and Security Section.
- Truck delivery areas are to be located away from residential properties according to Policy HZ-2.7 in the San Bernardino Countywide Policy Plan. In the MND, it is noted that the client would like to truck 252 boats in and out each way every season. This poses a substantial adverse impact to a quiet mountain community.
- Policy HW-3.7 in the San Bernardino Countywide Policy Plan prioritizes "attracting local-serving businesses" such as "desired goods and services in unincorporated communities", including but not limited to "food stores with fresh produce", "pharmacies, and other retailers" which Hilltop critically needs.

# Mitigated Negative Declaration Findings Are Inadequate

The following sections respond to the Environmental Factors Potentially Affected. The issues detailed below indicate a finding of Mitigated Negative Declaration is insufficient given the potential impacts to Hydrology/Water Quality, Aesthetics, Biological Resources, Hazards & Hazardous Materials, and Transportation.

## Hydrology/Water Quality

As proposed, this project may have a negative impact on nearby streams and downstream watersheds.

- Although p. 5 of the Pre Appendix G Preliminary Approved Drainage Report states that “the outlet of the culvert is unknown” this is a feeder stream that feeds into Dry Creek, which feeds into Deep Creek, and the Lahontan watershed.
- A short distance downstream, Deep Creek is a state designated Wild Trout stream. In [May 2025, the U.S. Forest Service recognized Deep Creek with National Wild & Scenic River status](#) in recognition of its outstanding scenic, recreational, historical/cultural, fish, wildlife, and ecological values. This fits with community values and in the Hilltop Community Action Plan, having a “protected natural environment” is a noted aspiration and protecting Deep Creek is of particular importance.
- The USFS Deep Creek Wild and Scenic River Comprehensive River Management Plan, Environmental Assessment, Figure 1, indicates the project site may be a Riparian Conservation Area. As such, a Section 7 analysis is needed to determine if the project will alter surface or groundwater flows, increase sedimentation or runoff, introduce contaminants or affect peak storm flows.
- The attached photograph indicates unmanaged runoff has created an incised channel on the site and stormwater retention basin plans are likely inadequate. As seen in the photo, during high rainfall events, any pollutant residue and hazardous material will be washed into the stream.



Site location during rainfall on Dec 26, 2025

- Project approval would allow the use of hazardous fluids associated with boat storage and maintenance, pesticides and fertilizers above a shallow water table, with runoff potential into local feeder streams, Dry Creek, Deep Creek, and the Lahontan watershed. With the potential to degrade water quality, wildlife will also be at risk and

Hilltop Community residents and visitors may face potential long-term negative impacts when using the creeks for recreation and fishing.

## Aesthetics

As proposed, the recreational vehicle storage building adjacent to a scenic highway that is large and industrial-like in appearance, has minimal buffering or landscaping, and is sited prominently so it dominates the view, should not be approved as designed.

- Because Route 18, Rim of the World Scenic Byway, is part of the United States Forest Service scenic byway system and is eligible for CA State Scenic Highway designation, any activities that could alter aesthetics are considered significant. For decades, the Hilltop Community has identified the goal of transitioning the highway from eligible to official designation as a California State Scenic Highway. This goal is re-stated in the most recent action plan for the community to: “Seek State support and assistance for the designation of SR-18 (Rim of the World Highway) and SR-330 (City Creek Road) as official State Scenic Highways.” Any development adjacent to the highway must be carefully reviewed to protect visual character and aesthetics of the community so that this goal can still be realized.
- The proposed 10 ft. high masonry wall would be out of character for the area. This would introduce an industrial look along Powers Lane and along a scenic highway, and would degrade the existing visual community character and aesthetics of the Hilltop Community and abutting residential zones.
- The project is not justifiable in serving a specific community need and the purpose is contrary to Policy HW-3.7 in the San Bernardino Countywide Policy Plan which focuses on “attracting local-serving businesses” such as “desired goods and services.”
- The houses along Powers Lane will experience a significant impact in scenic quality due to the height and visual dominance of the proposed structure which would obstruct the views of the homeowners as well as the sun rising in the morning.
- The houses along Cougar Lane are at risk from a new source of substantial light and glare as they all have views onto the project property and the entire community is at risk of new light pollution and viewing the night sky. The report references 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions from 2014. Please respond to requirements passed in 2020 in section § 83.07.060 Mountain and Desert Requirements. Specifically, will lighting be on 24/7 or will there be a Dark Sky curfew in place when the business is closed? Residents along Cougar Lane will be directly impacted by additional lighting added for the project, especially for parking areas, and exit and entry points.

### **Hilltop Community Action Plan:**

A word cloud was developed from attendees that contributed to the Hilltop Community Action Plan. The majority of issues and opportunities envisioned by community members are not compatible with this project. It detracts from “scenic beauty”; it does not contribute to a “Quaint

alpine village” due to the size of the project, nor will it contribute to “quiet”, “clean air”, “community”, “safety”, “quality restaurants”, a “museum”; nor a “walkable” community rather, it detracts from one of the strengths and aspirations of the residents, for their community to be: **“Not a drive-thru community”**. Arrowbear and Hilltop residents do not want to be a drive-thru community, which is unfortunately what this project will support with its industrial feel, and transportation services to activities remote from the community.



Source: Hilltop Community Action Plan 2016

Additionally, one of the threats community members identified to the Hilltop community was “growth for the sake of growth”, rather than carefully evaluating what land the community has left to develop and ensure that growth meets the needs of the immediate community.

## Biological Resources

Several endangered, threatened, rare and special species of animals and plants are found in this area. The biological survey submitted is inadequate. A survey was conducted for only one hour on a single day on September 18th 2024, approximately three days after evacuations due to the Line Fire were lifted. Impacts from the fire were still present on the site, which included large piles of willows and other vegetation that had been cut for a fire break and Phos-Chek was widely used in the area which is known to have significant impacts to amphibians and other riparian habitat. This survey is insufficient to capture seasonal species presence.

- The San Bernardino Flying Squirrel, a State Species of Special Concern, has been sighted by arborists and residents 500 ft from the project site.
- While the report discussed some threatened species, it did not address the Southern Mountain Yellow Legged Frog, endangered under both federal Endangered Species Act and California Endangered Species Act. Arrowbear has extensive frog activity in early Spring and Summer. Since this property has a feeder stream along Powers Lane with aquatic plants there is potential habitat at the project site.
- A survey should be done when the Southern Rubber Boa are active. This may require CDFW protocol surveys.
- Rare plants including lemon lily (Rank 1B) and Parish’s yampah (Rank 2B) have been documented nearby and warrant further investigation.

## Wildfire AND Hazards & Hazardous Materials

Storing recreational vehicles with gasoline and other flammable products both directly and indirectly exposes people and structures to significant increased risk of loss of life and property in wildland fires in a Very High Fire Hazard Severity Zone and has the potential to impair emergency evacuations.

- SR 18 has been used as a containment line in emergencies, as demonstrated during the Line Fire in 2024. The community could have experienced significant loss if explosive materials, planned to be located at the project site, had been present along SR 18. Lives would be endangered along this vital evacuation route, which is part of our emergency evacuation plan. SR 18 is the **only** evacuation route off the mountain for the Hilltop Community and it must not be compromised. The cumulative impact of this project along with the private fueling facility on the parcel alongside it used by Burrtec greatly endangers the people of the community. In fact, if one site is compromised, it could easily start a fire at the facility next to it, endangering Arrowbear. The community cannot afford another fire hazard fuel risk along its evacuation corridor.
- The use of pesticides and fertilizers is concerning, as is already mentioned earlier in this document due to the adjacency next to a feeder stream. Additionally, while the project draft states that the facility is intended for storage, and “no mechanical maintenance activities” would occur, the business website states services provided include “winterization” and “mechanic access” indicating 3rd party mechanics have access to vehicles for “maintenance and repairs” at the project site, so this should also be addressed. What are the processes involved with winterizing boats? How will the drainage of fluids, fuel stabilizers, coolants and antifreeze be handled? What will the impact from runoff be on waterways and nearby feeder streams?

## Transportation

The Trip Generation Analysis inaccurately describes an earlier iteration of the project and does not accurately describe the current buildings, number of boats, or anticipated trips.

- The boats should be stored close to the point of use, not approximately 20-30 minutes of travel from the lakes where they will be used. This type of facility should be sited close to the point of use, reducing the need for transportation, especially since this will require slow trucks with trailers to haul the boats, further impacting single lane travel on highway 18.

## Conclusion

For the reasons outlined above, the proposed Arrowbear Boat Storage project is incompatible with existing zoning, inconsistent with the Countywide Policy Plan, and the MND did not

accurately identify the issues which have been addressed here. It poses unacceptable risks to public safety, water resources, scenic quality and community character. Approval under a Minor Use Permit and MND is inappropriate. At a minimum, the project must be redesigned, relocated, and reviewed under a Conditional Use Permit with a comprehensive environmental assessment.

If the project is considered further, a substantially different site design should be required. Locating the storage building closer to the southwest hillside, rather than sited prominently along SR-18 would reduce visual impacts, improve screening, and better reflect the mountain setting. Enhanced tree retention and landscaping that minimizes the visual impact of the building from the highway and at key viewpoints would further limit scenic degradation and improve compatibility with the surrounding community.

Link to petition: <https://c.org/DftcnSzTGm>

# Community Petition in Opposition to the Arrowbear Boat Storage Project

*This petition is for people who live in the San Bernardino Mountains in Southern California in the following communities: Arrowbear, Running Springs and Green Valley Lake. Please only sign the petition if you live in these mountain communities.*

The proposed Arrowbear Boat Storage project should not be approved for the following reasons:

## **1. Harm to Scenic Quality and Neighborhood Character**

The proposed industrial-scale metal boat storage building is three stories tall (32 ft.) and would include an imposing 10-foot high masonry wall. This design, along with additional lighting, would permanently degrade the scenic quality of our community. Located along State Route 18, a designated scenic corridor, the project would dominate views, remove natural forest character, increase glare and light pollution, and conflict with the small-town mountain setting that defines Arrowbear.

## **2. Declining Property Values and Long-Term Financial Harm**

The visual impact, increased traffic, noise, and the industrial appearance of the project would negatively affect the whole community, particularly homes along Powers Lane and Cougar Lane. Loss of scenic views, sunlight obstruction, and increased fire risk and traffic threaten long-term property values and impose lasting financial harm on homeowners.

## **3. Increased Wildfire Risk and Threat to Life and Property**

The storage of boats containing gasoline and other flammable materials in a Very High Fire Hazard Severity Zone and the cumulative impact of the Burrtec natural gas facility, creates unacceptable risk. The site lies along SR-18, the only evacuation route, which was also used as a containment line during the 2024 Line Fire. Introducing additional fuel sources along this corridor endangers residents, homes, and emergency evacuation needs.

## **4. Inadequate Review**

The development is being proposed on a parcel that is not zoned for recreational vehicle storage and is incompatible with the County's designated land use. Additionally, a Minor Use Permit is not adequate for the project's proposed use. Further review and project modifications are needed to protect community safety, scenic resources, property values, and quality of life.

**We respectfully request that San Bernardino County deny the project as proposed.**

*As part of the open comment period for San Bernardino County Land Use Services, signatures in support of this petition will be submitted for public comment. Project documentation can be reviewed here: <https://lus.sbcounty.gov/planning-home/environmental/mountain-region/>*

<b>Name</b>	<b>City</b>	<b>State</b>	<b>Postal Cod</b>	<b>Country</b>	<b>Signed On</b>
Crystal Mueller	Arrowbear	CA	92382	United Stat	#####
Craig Carpenter	Arrowbear	CA	92382	United Stat	#####
Larke Dockstader	Arrowbear	CA	92382	United Stat	#####
Lynn Chuba	Running Springs	CA	92382	United Stat	#####
Carole Christianson	Arrowbear	CA	92382	United Stat	#####
Karen Schenk	Running Springs	CA	92382	United Stat	#####
Lua Gregory	Arrowbear	CA	92382	United Stat	#####
Sherry Bridgeford	Arrowbear	CA	92382	United Stat	#####
Kent Jenkins	Arrowbear	CA	92382	United Stat	#####
Colleen Stebbing	Arrowbear	CA	92382	United Stat	#####
Julia Jedlick	Arrowbear	CA	92382	United Stat	#####
Jordan Jedlick	Arrowbear	CA	92382	United Stat	#####
Hollyanne Harding	Running Springs	CA	92382	United Stat	#####
Helene Forman	Running Springs	CA	92382	United Stat	#####
Leah Ostashay	Arrowbear	CA	92382	United Stat	#####
Syn'd Golden	Arrowbear	CA	92382	United Stat	#####
Jacques Pienaar	Running Springs	CA	92382	United Stat	#####
Paul Jones	Arrowbear	CA	92382	United Stat	#####
Derrick Damewood	Running Springs	CA	92382	United Stat	#####
Maggi Shanley	Arrowbear	CA	92382	United Stat	#####
Alisa Jardine	Arrowbear	CA	92382	United Stat	#####
Annelise Bjaanes	Running Springs	CA	92382	United Stat	#####
Ursula Murphy	Arrowbear	CA	92382	United Stat	#####
Devlin Murphy	Arrowbear	CA	92382	United Stat	#####
Carol Stouthamer	Running Springs	CA	92382	United Stat	#####
Rebecca Peltier	Arrowbear	CA	92382	United Stat	#####
Tiffany Brisken	Running Springs	CA	92382	United Stat	#####
Ada Carreño	Running Springs	CA	92382	United Stat	#####
Nicole Campbell	Arrowbear	CA	92382	United Stat	#####
Christopher Campbell	Arrowbear	CA	92382	United Stat	#####
Renee wiskoski	Running Springs	CA	92382	United Stat	#####
Luke Hammon	Running Springs	CA	92382	United Stat	#####
Kylie Schilhab	Arrowbear	CA	92382	United Stat	#####
Linda Yeh	Running Springs	CA	92382	United Stat	#####
scott seccombe	Arrowbear	CA	92382	United Stat	#####
Ashrell Ashrell	Running Springs	CA	92382	United Stat	#####
Erin Johnstone	Arrowbear	CA	92382	United Stat	#####
Lucy Johnstone	Arrowbear	CA	92382	United Stat	#####
Circe Johnstone	Running Springs	CA	92382	United Stat	#####
Cody Johnstone	Arrowbear	CA	92382	United Stat	#####
Georgia Galindez	Arrowbear	CA	92382	United Stat	#####
Benjamin Seccombe	Arrowbear	CA	92382	United Stat	#####
Robert Rebar	Running Springs	CA	92382	United Stat	#####

Erin Jones	Running Springs	CA	92382	United Stat	#####
Marianne Turk	Arrowbear	CA	92382	United Stat	#####
Stephanie Armbruster	Arrowbear	CA	92382	United Stat	#####
Mary Griffin	Arrowbear	CA	92382	United Stat	#####
Jacqueline Quiros	Running Springs	CA	92382	United Stat	#####
Pamela Sanchez	Running Springs	CA	92382	United Stat	#####
Ronald Rivet	Arrowbear	CA	92382	United Stat	#####
Kimberly Gearhart	Arrowbear	CA	92382	United Stat	#####
Brian Seccombe	Arrowbear	CA	92382	United Stat	#####
John Gutierrez	Arrowbear	CA	92382	United Stat	#####
RICHARD ewing	Running Springs	CA	92383	United Stat	#####
Melissa Kole	Running Springs	CA	92382	United Stat	#####
Kel Showalter	Running Springs	CA	92382	United Stat	#####
brian sherman	Arrowbear	CA	92314	United Stat	#####
Ashley Khalil	Running Springs	CA	92382	United Stat	#####
Scott Beith	Running Springs	CA	92382	United Stat	#####
Christy Baker	Green Valley Lake	CA	92341	United Stat	#####
Steve Perez	Arrowbear	CA	92382	United Stat	#####
Caroll Garrison	Running Springs	CA	92382	United Stat	#####
Kathryn Sales	Running Springs	CA	92382	United Stat	#####
Leticia Bishara	Running Springs	CA	92314	United Stat	#####
Shawna Yeremian	Arrowbear	CA	92382	United Stat	#####
Stephanie Fischer	Running Springs	CA	92382	United Stat	#####
Brianna Shok	Running Springs	CA	92382	United Stat	#####
Sylvia Illman	Running Springs	CA	92382	United Stat	#####
Janet Loera	Arrowbear	CA	92382	United Stat	#####
Brandon Johnson	Running Springs	CA	92382	United Stat	#####
Rene Vanderhooft	Running Springs	CA	92382	United Stat	#####
Jodine Martin	Green Valley Lake	CA	92341	United Stat	#####
Sandra Huckaby	Green Valley Lake	CA	92404	United Stat	#####
Brenna Cunningham	Green Valley Lake	CA	92341	United Stat	#####
Ashley Traweek	Running Springs	CA	92382	United Stat	#####
Bethany Carpenter	Arrowbear	CA	92314	United Stat	#####
Michael Scott	Running Springs	CA	92382	United Stat	#####
Barbara Macz	Running Springs	CA	92382	United Stat	#####
Debra Grzywa	Running Springs	CA	92382	United Stat	#####
Ellen Francisco	Arrowbear	CA	92382	United Stat	#####
Constance Sharp	Arrowbear	CA	92382	United Stat	#####
Amanda Perez	Running Springs	CA	92382	United Stat	#####
Dieter Hadorn	Green Valley Lake	CA	92341	United Stat	#####
Catherine Beckman	Arrowbear	CA	92382	United Stat	#####
Kat McCargar	Running Springs	CA	92382	United Stat	#####
Jennifer Jenkins	Arrowbear	CA	92314	United Stat	#####
Scott Nelsen	Arrowbear	CA	92382	United Stat	#####

## **Public Comments Submitted via Petition**

Amanda Perez  
Running Springs  
92833  
1/4/2026

"This is not going to improve the community or make the 18 safer. Please reconsider this project."

Scott Nelsen  
Arrowbear Lake  
92382  
1/5/2026

"I live in the Arrowbear community, and my home is located directly adjacent to the property proposed for the Arrowbear Boat Storage project. Because of this immediate proximity, the project's scale, construction activity, and long-term operation would directly affect my safety, quality of life, and property value. A three-story, industrial-scale structure in this location would diminish scenic character, privacy, and quiet enjoyment, resulting in a lasting reduction in the value of my home. The added wildfire risk along our only evacuation route further compounds these concerns. I do not believe these site-specific impacts are adequately addressed in the current review, and I respectfully ask the County to give substantial weight to the impacts on residents most directly affected."

**From:** [Glenn Gritzner](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [LABOATYARD@GMAIL.COM](mailto:LABOATYARD@GMAIL.COM)  
**Subject:** Supporting the boatyard  
**Date:** Saturday, January 17, 2026 12:02:35 PM

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Hello. I live in Lake Arrowhead and I wanted to add my support to Darren Diess' application to build indoor boat storage in Arrowbear. The mountain needs more storage for boats - it is a huge benefit to mountain residents and helps keep big trailers off the roads. Darren has been involved with many local organizations and is a very responsible business owner. I urge you to approve his application.

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**From:** [Jill Rosenberg](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [LBoatyard@gmail.com](mailto:LBoatyard@gmail.com)  
**Subject:** LA Boatyard  
**Date:** Monday, January 19, 2026 5:43:14 AM

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Dear Ms. Barragan,

Please support the LA boatyard project. It is important for the safety of residents. We need to support local businesses and their projects.

Jill Rosenberg

**From:** [Larry Seal](#)  
**To:** [Barragan, Elena](#)  
**Subject:** In Support of the Boatyard in Running Springs - Please Help  
**Date:** Friday, January 23, 2026 9:27:08 AM  
**Attachments:** [image001.png](#)

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Hello Elena,

It is nice to make your acquaintance.

I am writing as a 7-year resident of Lake Arrowhead. My wife and I enjoy our dock and our boat in Meadow Bay and the ability to experience all that the lake, and the surrounding communities and restaurants and family-owned businesses on the mountain offer. We make it a point to patronize locally owned businesses and do our part to keep the mountain community healthy with income and jobs and services.

It has come to my attention that there is some pressure on and risk to one of the most important businesses we patronize - The Boatyard. Darren and his team give us friendly excellent service that allows us to enjoy the community even more and most importantly make it safer for us to use our boat. The option to not have to up and down the mountain towing a boat is an enormous safety and convenience benefit for us and for the larger community that also uses our roads. Making it easier for people to visit our communities and spend money with our residents is obviously a huge win. The Boatyard certainly enables this more than most businesses.

Apparently, there has been some "push back" from fire and perhaps other officials on this community service business. I know that I have received an absolute commitment from Darren that he will comply with any written and established rules and requirements and where possible exceed them.

His business enhances our community, provides important tax dollars to the county and if he is willing to comply with established regulations; I strongly request your support for allowing this business to continue to serve the residents and visitors without any additional or arbitrary constraints.

Hold the Boatyard accountable to the rules but let's not make it excessively hard for service providing/tax paying businesses to thrive on the mountain. It's good for all of us.

Your support for this is obviously critical and I request your support for a business that clearly benefits all of us.

Thank you,

Larry and Dr. Sharry Seal



**Larry Seal**  
**Founder and CEO**

(310) 666-7868 • [Larry@engagedleadership.com](mailto:Larry@engagedleadership.com)

January 4, 2026

Elena Barragan  
County of San Bernardino  
Land Use Services Department, Planning Division

To whom it may concern,

As part of the open public comment period, we are submitting comments regarding the proposed Arrowbear Boat Storage project. Attached to this email are written public comments along with a community petition and signatures from residents of the San Bernardino Mountain Hilltop communities, including Arrowbear, Running Springs, and Green Valley Lake.

The petition and comments reflect concerns raised by local residents related to zoning compatibility, scenic quality, wildfire and evacuation safety, property values, and the adequacy of the current level of environmental and discretionary review.

Thank you for your time and consideration.

Sincerely,

Friends of Arrowbear

**From:** [Lua Gregory](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Arrowbear Boat Storage Project - Public Comment  
**Date:** Sunday, January 4, 2026 6:33:59 PM

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Attn: Elena Barragan  
County of San Bernardino Land Use Services Department, Planning Division

Please accept this public comment for the Arrowbear Boat Storage project.

Boat storage facilities in Lake Arrowhead are located on parcels with Commercial Service (CS) zoning. This project appears to function as recreational vehicle storage and may require comparable zoning and a Conditional Use Permit. I request that the County evaluate whether the proposed use is consistent with the site's current zoning designation.

Additional review would be beneficial. Many Arrowbear residents are concerned about the negative visual and community impacts of this project. The proposed structure is unusually tall and introduces an industrial appearance that is inconsistent with Arrowbear's small mountain-town character. Its location along the highway and near Powers Lane makes it especially prominent.

The Initial Study's water quality analysis is concerning. Runoff is proposed to discharge into a culvert that drains into Dry Creek and Deep Creek, raising concerns about long-term impacts to waterways. If there are options to redirect runoff away from these creeks, if feasible, this would ensure long-term protection.

If the project were to move forward, alternative design and site placement should be considered. For example, situating the structure farther back on the parcel could reduce visual impacts, lessen light intrusion on nearby homes, and better preserve the character of the neighborhood.

Thank you for your consideration.

Sincerely,  
Lua Gregory  
Arrowbear Resident



**SIERRA CLUB**  
SAN GORGONIO

**San Bernardino Mountains Group**

PO Box 651 Blue Jay, CA 92317

(909) 353-3501

[mountainsgroup@sangorgonio.sierraclub.org](mailto:mountainsgroup@sangorgonio.sierraclub.org)

[www.sangorgonio.sierraclub.org/mountains](http://www.sangorgonio.sierraclub.org/mountains)

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January 5, 2026

Elena Barragan  
County of San Bernardino  
Land Use Services Department, Planning Division  
385 N. Arrowhead Ave 1st Floor  
San Bernardino, CA 92415-0187  
[elena.barragan@lus.sbcounty.gov](mailto:elena.barragan@lus.sbcounty.gov)

**Public Comment on Initial Study/Mitigated Negative Declaration (IS/MND)  
Arrowbear Boat Storage Project (PROJ-2023-00088)**

On behalf of the San Gorgonio Chapter, San Bernardino Mountains Group of the Sierra Club, we submit the following comments regarding the Initial Study/Mitigated Negative Declaration (IS/MND) prepared for the proposed Arrowbear Boat Storage Project, located at 32864 Hilltop Blvd., Arrowbear Park, California (APN 0328-165-16).

**Sierra Club Mission and Applicability**

The Sierra Club's mission is "to explore, enjoy, and protect the wild places of the earth; to practice and promote the responsible use of the earth's ecosystems and resources; and to educate and enlist humanity to protect and restore the quality of the natural and human environment." The Sierra Club also works to promote climate resilience, protect biodiversity, safeguard clean water, and support land use decisions that prioritize environmental justice and community well-being.

As proposed, the Arrowbear Boat storage Project represents an incompatible industrial land use in a sensitive mountain and riparian-adjacent environment, with significant and inadequately analyzed impacts to biological resources, water quality, wildfire safety, scenic character, and community integrity. The IS/MND fails to meet the informational and analytical requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

**Incompatible Zoning**

The project is proposed on a parcel zoned CG (General Commercial). Under San Bernardino County Development Code Table 82-11 (§ 82.05.040), recreational vehicle storage facilities are not permitted in the CG zone. The proposed use falls under Storage—Recreational Vehicles, which requires CS--zoning.

## **CEQA Deficiencies and Inadequacy of the Mitigated Negative Declaration**

The IS/MND understates or omits significant environmental impacts. Substantial evidence in the record supports a fair argument that the project may result in significant impacts, requiring preparation of an Environmental Impact Report (EIR).

### **Biological Resources Impacts**

CEQA requires surveys to be conducted at appropriate times and seasons to capture the presence of sensitive species. This requirement was not met. The San Bernardino flying squirrel, a State Species of Special Concern, has habitat within the project area. The IS/MND fails to analyze potential impacts to the Southern Mountain Yellow-Legged Frog, which is listed as Endangered under both the federal and California Endangered Species Acts. The presence of a feeder stream with aquatic vegetation indicates potential suitable habitat. Surveys were not conducted during active periods for the Southern Rubber Boa, another sensitive species known to occur in the region. Rare plant species documented nearby, including lemon lily and Parish's yampah—were not adequately surveyed or addressed.

### **Prior Site Degradation and Required Mitigation**

The project site has already been degraded through unauthorized or pre-existing boat storage activities, resulting in vegetation loss, soil disturbance, and altered drainage patterns. CEQA prohibits segmentation and requires that past, present, and reasonably foreseeable impacts be considered cumulatively.

Given the prior degradation and the proposed intensification of use, the applicant must be required to mitigate biological impacts through:

- Restoration
- Purchase of credits from an approved mitigation bank;
- Dedication of mitigation lands; or
- Establishment of a permanent conservation easement over the undisturbed portion of the parcel to preserve remaining habitat and riparian functions.

The IS/MND fails to identify or require any such mitigation, rendering it inadequate.

### **Hydrology, Water Quality, and Riparian Impacts**

The project site contains a feeder stream that drains into Dry Creek, which flows into Deep Creek within the Lahontan watershed. Deep Creek is a State-designated Wild Trout Stream and was recognized in May 2025 by the U.S. Forest Service as part of the National Wild and Scenic River System. The Preliminary Drainage Report fails to analyze downstream impacts requiring the need for a Section 7 analysis.

Boat storage and associated activities introduce risks from fuel, solvents, antifreeze, pesticides, and fertilizers, which bioretention BMPs do not reliably remove. The IS/MND does not demonstrate that proposed measures will prevent chronic or episodic contamination of surface water or groundwater.

### **Wildfire Risk and Hazardous Materials**

The project is located within a Very High Fire Hazard Severity Zone. Storage of boats containing gasoline and other flammable materials significantly increases wildfire risk. The cumulative hazard posed by this project presents an unacceptable risk to life, wildlife, and watershed resilience.

### **Conclusion**

For the reasons stated above, the San Gorgonio Chapter, San Bernardino Mountains Group of the Sierra Club finds that:

- The project is incompatible with existing zoning and should be denied on that basis alone.
- The IS/MND is inadequate under CEQA and fails to disclose or mitigate significant impacts, particularly to biological resources and water quality.
- At a minimum, the project requires the preparation of an Environmental Impact Report.

Thank you for the opportunity to comment. We respectfully request that these concerns be fully addressed prior to any project approval.

Sincerely,



Karla Kellems  
Outings and Programs Chair, Executive Committee  
San Gorgonio Chapter, San Bernardino Mountains Group,  
Sierra Club

January 23, 2026

To Whom It May Concern,

I am writing in support of the proposed indoor boat storage yard at The Boatyard.

As General Manager of the Arrowhead Lake Association, I regularly hear from boat owners regarding the limited availability of boat storage options on the mountain. Providing additional storage capacity would offer much-needed convenience and flexibility to our members and the broader Lake Arrowhead boating community.

I am also supportive of this project because it has the potential to reduce the volume of boat towing traffic up and down the mountain each season, thereby improving safety and reducing congestion on our roadways.

Lake Arrowhead has well over 2,000 boats operating on the lake annually, and our community would benefit from expanded storage infrastructure. In addition to meeting this demand, the project would contribute positively to the local economy by generating business activity and employment opportunities on the mountain.

Thank you for your time and consideration.

Sincerely,

Mike Pate  
General Manager  
Arrowhead Lake Association

**From:** [E.R](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Opposition to Arrowbear Boat Storage Project (PROJ-2023-00088)  
**Date:** Thursday, December 18, 2025 10:34:50 AM

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To:

Elena Barragan

County of San Bernardino

Land Use Services Department – Planning Division

[elena.barragan@lus.sbcounty.gov](mailto:elena.barragan@lus.sbcounty.gov)

Dear Ms. Barragan and Members of the Planning Department,

I am writing to formally submit my opposition to the proposed Arrowbear Boat Storage Project (PROJ-2023-00088) located at 32864 Hilltop Blvd., Arrowbear Park, CA.

I recently purchased a cabin adjacent to, or in close proximity to, this proposed project. One of the primary reasons I chose to invest in a home in Arrowbear was the natural forest setting, scenic pine tree views, and quiet mountain character that make this community unique. The construction of a large, approximately 32-foot-tall, 10,974-square-foot storage building would significantly and permanently alter the visual landscape and character of the area.

Instead of forested views and open space, this project would introduce a large industrial-style structure that is incompatible with the surrounding residential cabins and natural environment. This would substantially

degrade the visual quality of neighboring properties, including my own, and negatively impact property enjoyment and value.

In addition, I am concerned about the environmental impacts of this development, including but not limited to:

- Removal of trees and natural vegetation
- Disruption to local wildlife and habitat
- Increased noise, traffic, and light pollution
- Potential impacts to drainage, erosion, and overall ecosystem health in a sensitive mountain area

Arrowbear is not an industrial zone; it is a small mountain community where residents and visitors come specifically to enjoy nature, tranquility, and scenic beauty. A large indoor boat storage facility does not align with the rural, forested character of this area and sets an unfortunate precedent for future development.

For these reasons, I respectfully request that the County deny approval of this project, or at a minimum require a more thorough environmental review and consideration of alternatives that would better protect the visual, environmental, and residential character of the community.

Thank you for the opportunity to provide public comment and for considering the concerns of local property owners and residents who value the natural beauty of Arrowbear.

Sincerely,

Eli Rodriguez

Arrowbear, CA

**From:** [Paul Belden](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [laboatyard@gmail.com](mailto:laboatyard@gmail.com)  
**Subject:** Support for Indoor Boat Storage - The Boatyard.  
**Date:** Monday, January 19, 2026 9:48:30 AM

---

You don't often get email from [pbelden@wlainvestments.com](mailto:pbelden@wlainvestments.com). [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Dear Elena:

I am writing to express my strong support for the proposed development of indoor storage facilities at The Boatyard.

I am a homeowner at 27608 High Knoll Road, Lake Arrowhead, CA and over the years I have been increasingly frustrated by the lack of available indoor boat storage on the mountain. This project would provide a valuable solution for many boat owners by allowing them to keep their boats on the mountain year-round, rather than transporting them up and down the mountain each season.

Keeping boats locally would have several positive impacts. It would encourage boat owners to use local businesses for cleaning, repairs, and maintenance, keeping more dollars within the community and supporting the local economy. In addition, reducing seasonal transportation would decrease wear and tear on mountain roads, boat trailers, and towing vehicles, benefiting both residents and infrastructure.

Thank you for your time and for considering this project. I appreciate your efforts in supporting responsible development that benefits both residents and local businesses.

Respectfully,

Paul

**Paul C. Belden** / Principal

**WLA Investments, Inc.** / **Starboard Realty Partners**

T (949) 851-2020 ext. 15; C (949) 280-4102; F (949) 851-5854;  
[pbelden@wlainvestments.com](mailto:pbelden@wlainvestments.com)

**From:** [Pouya Nia](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [LABOATYARD@gmail.com](mailto:LABOATYARD@gmail.com)  
**Subject:** Letter of Support for The Boat Yard Project (PROJ-2023-00088)  
**Date:** Monday, January 26, 2026 11:31:38 AM

---

You don't often get email from pouyania@gmail.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Dear Ms. Barragan and Members of the County Review Team,

I am writing to express my strong support for the proposed Boat Yard project (PROJ-2023-00088). I do so as both a mountain resident and a local business owner who evaluates growth, risk, and long-term viability.

From an economic and investment perspective, our mountain communities have been stagnant for far too long. Vacant storefronts sit unused and deteriorating. Private investment has largely bypassed the area. Tourism is at historic lows, and working families and younger residents continue to leave. This is not a temporary dip. It is a prolonged signal that momentum has stalled.

Communities do not recover from stagnation through caution alone. They recover when credible projects move forward and restore confidence. One successful, well-executed development creates momentum, attracts additional investment, and signals that responsible innovation is welcome. That flywheel has been dormant here for years. Projects like this are how it starts turning again.

It is time for local agencies, planning authorities, and decision-makers to take an active role in shaping the future of the mountain rather than defaulting to preservation through inaction. Building a mountain that both residents and visitors can enjoy requires intentional support for projects that are thoughtful, compliant, and designed to serve real needs. Serious places plan for the future. They do not simply maintain the past.

Darren Diess is precisely the kind of project owner this process should support. He is a trusted and long-standing member of the community with decades of involvement and service across regional chambers of commerce and civic boards. This is not speculative development by an absentee owner. It is a locally led project backed by someone whose reputation, relationships, and accountability are firmly rooted here.

The Boat Yard project itself is practical and grounded in real-world benefits. Professional, indoor boat storage reduces oversized trailers on residential streets and driveways, improves safety on narrow mountain roads, and reduces unnecessary towing traffic on the highway. These outcomes improve public safety, traffic flow, and quality of life for residents and visitors alike.

Equally important is how the project is being executed. Community concerns around wildfire safety, watershed protection, and visual impact have been acknowledged and addressed through engagement with environmental and fire safety professionals. The willingness to

exceed baseline requirements and adapt based on feedback reflects responsible development, not risk.

As a business owner, I believe strongly that communities should support innovation that aligns with their long-term interests. When responsible projects are proposed, agencies should work collaboratively to advance them using all available resources and expertise. A community that resists all progress eventually declines by default.

We must decide whether we are building a mountain solely as a retirement destination, or building a mountain for our children and future generations. A future-oriented mountain supports families, entrepreneurs, visitors, and long-term residents alike. That future requires leadership, partnership, and the willingness to move forward.

I respectfully urge the County and all reviewing agencies to support the continued advancement of the Boat Yard project and to view it as part of a broader effort to build a resilient, economically sustainable, and future-ready mountain community.

Thank you for your time and consideration.

Sincerely,

Pouya Nia

Mountain Resident and Business Owner - COCREATIVE INC.

**From:** [Rick Reisenhofer](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [lboatyard@gmail.com](mailto:lboatyard@gmail.com)  
**Subject:** In favor of approving permit for Boat Yard Storage Facility  
**Date:** Wednesday, January 21, 2026 1:43:00 PM

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You don't often get email from rreisenhofer@ala-ca.org. [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Richard Reisenhofer  
Lake Safety Supervisor II  
Arrowhead Lake Association

01\16\2025

Elena Barragan  
Senior Planner  
County of San Bernardino

Greetings Elena Barragan,

I understood you are in the process of considering a project to approve a permit to construct a covered indoor storage facility located close to recreational lakes in the San Bernardino Mountain area for a business known as "The Boatyard". At present, the number of covered storage facilities in the local area close to Lake Arrowhead is limited. There are not enough to match demand. In fact, the number of storage spots available has recently been reduced in one of these storage facilities by close to 50%.

On average every winter, the number of boaters electing to store their boats docked in a slip and afloat on Lake Arrowhead is over 200. Many of these boaters elect to do this because of the limited availability and the cost of local storage. Every boat stored afloat on Lake Arrowhead represents a risk of sinking or swamping which also results in a hazmat situation. Any increase in available, reasonably priced storage in the local area could reduce the number of winter-stored boats on Lake Arrowhead. This would thereby reduce the risk of sinking boats and environmental hazards.

I am charged with Boat Patrol operations on Lake Arrowhead and represent a number of staff responsible for responding to vessels in distress. On average, we respond to about five sunken or swamped vessels every winter. Usually at least one of those distressed boats result in a required hazmat containment operation. Because of this, our staff and I are unanimously in favor of approving to allow the Boatyard, or any other company, to construct an enclosed storage facility to provide additional storage services for the community. Also, I think any additional reasonably priced storage would be appreciated by your constituents.

Respectfully,

Richard Reisenhofer  
Lake Safety Supervisor II  
Arrowhead Lake Association  
PO Box 1119  
Lake Arrowhead CA 92354  
(909) 337 2595 ext 201



**From:** [Scott S. Seccombe](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Project number: PROJ-2023-00088. APN: 0328-165-16  
**Date:** Sunday, December 14, 2025 7:48:41 AM

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You don't often get email from barefut42@aol.com. [Learn why this is important](#)

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Project number: PROJ-2023-00088. APN: 0328-165-16

December 14, 2025

Elena Barragan, S.B. County,

I sent this to you on May 3 2025 and am sending it again in a somewhat revised form.

My family has been in this area in Arrowbear since about 1940 and we have property across the street from this site. We see a lot of what looks like illegal grading, illegal tree cutting, and asphalt work being done on the property and hear a lot of noise throughout the day. All of the boats, equipment, and other vehicles on the land have made the area very unattractive. My family and I don't think there needs to be more noise, traffic, building, and tree cutting in what used to be a very quiet area. I will be very disappointed if this project were approved.

Scott S. Seccombe - barefut42@aol.com  
APN: 0328146550000 - Arrowbear

**From:** [Darren Diess](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Fwd: (Proj - 2023 - 00088)  
**Date:** Tuesday, January 27, 2026 7:55:24 AM

---

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Morning Elena,  
Forwarding this email from: Terry Sullivan, he misspelled your email address but I wanted to make sure it was received.

-Cynthia

The BoatYard  
(909) 341-3499  
[The BoatYard](#)

----- Forwarded message -----

From: **terry sullivan** <[terence.sullivan@hotmail.com](mailto:terence.sullivan@hotmail.com)>  
Date: Sat, Jan 24, 2026 at 2:06 PM  
Subject: (Proj - 2023 - 00088)  
To: [elena.Barragan@sbxounty.gov](mailto:elena.Barragan@sbxounty.gov) <[elena.Barragan@sbxounty.gov](mailto:elena.Barragan@sbxounty.gov)>  
Cc: [LaBoatyard@gmail.com](mailto:LaBoatyard@gmail.com) <[LaBoatyard@gmail.com](mailto:LaBoatyard@gmail.com)>

Good Afternoon Ms. Barragan,

I wanted to take a moment as a Lake Arrowheads resident to share my support for the Boatyard project in Running Springs.

This is definitely a business and service that is needed for the Lake Arrowhead Communities.

Personally, I have known Darren since I moved to Lake Arrowhead as he was one of the first to welcome me as a new resident.

Darren and The Boatyard care deeply about the community and the environment and I'm looking forward to this project to move forward.

Should you want additional feedback on my opinion on The Boatyard, I would be more than willing to discuss

Terence Sullivan  
PO Box 2133  
Lake Arrowhead CA 92352  
(760) 464-5192  
[Terence.sullivan@hotmail.com](mailto:Terence.sullivan@hotmail.com)

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**From:** [Teryn Clarke](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [LABOATYARD@GMAIL.COM](mailto:LABOATYARD@GMAIL.COM); [Davey Clarke](#)  
**Subject:** Support for boat storage on the mountain  
**Date:** Saturday, January 17, 2026 10:31:38 AM

---

You don't often get email from [terynclarke@yahoo.com](mailto:terynclarke@yahoo.com). [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Dear Ms. Barragan,

I write to you in support of more storage availability as one of the victims of the disastrous "snowmageddon" storm of 2023. The storm overturned our dock, destroying most of it, and sinking our boat. We had insurance for the boat, which was a total loss, but insurance companies do not insure docks against this type of loss, which unfortunately cost our family well over \$100,000. Our particular misfortune was many times on the cover of local news as emblematic of how bad the storm was. (Photo attached) I believe about 60 boats stored at their docks for winter sank.

We kept our boat on a lift throughout the non-boating season due to the inavailability of local storage, and the fact that some down the hill storage had gone bankrupt over the past several years, leaving boats "on the hard" (not on their trailers), causing damage and confusion.

Now that nearly all of the victims of the storm that had previously stored their boats at their docks want to remove them during winter and store them on land, the previous lack of storage has been magnified by the increase in demand.

We simply need more storage to help avoid disaster and financial hardship in the future.

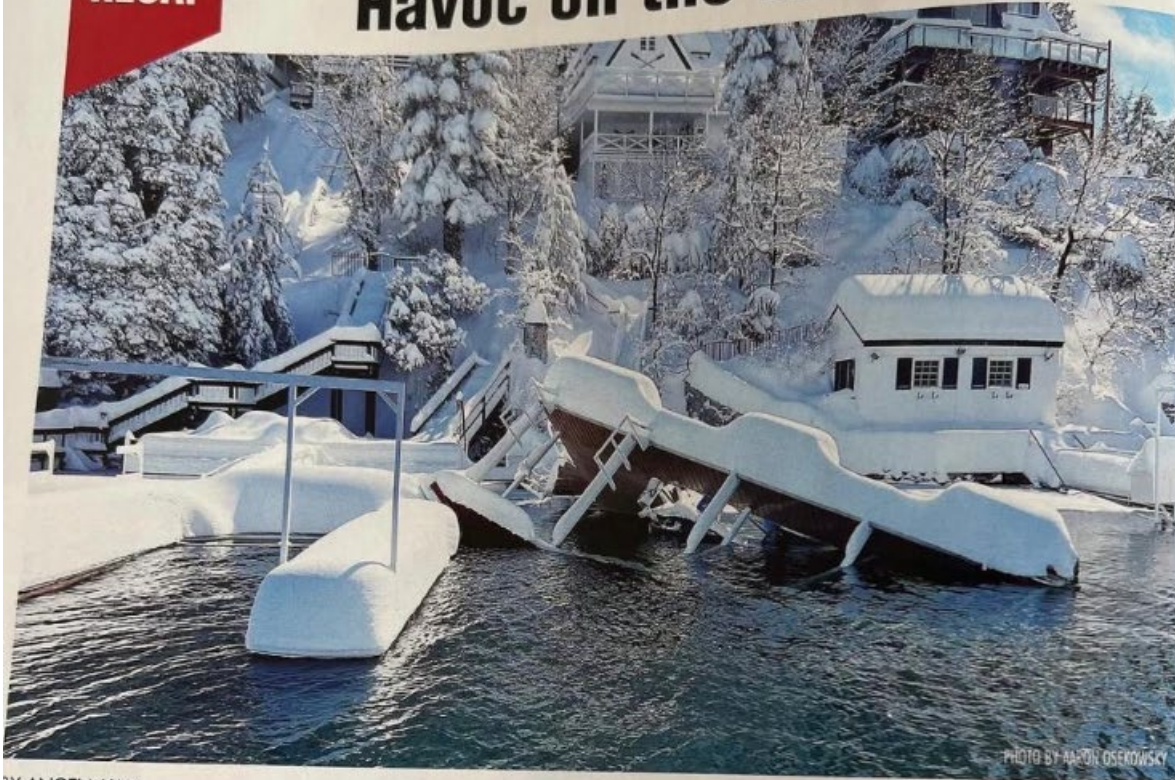
While I realize folks might think that Lake Arrowhead is a playground for "a lot of rich people" who can afford to take the loss, that does not describe the majority of people I know at Lake Arrowhead - a combination of full-timers and part timers that have had cabins for decades. Most people in those groups cannot tolerate a loss (or another future loss) like the one many of us experienced in 2023.

I sincerely hope you will consider approving this project for the future of our mountain community.

Thank you for your attention to this matter,  
Teryn and Dave Clarke  
949-701-2811

NEWS  
RECAP

# Massive Blizzard Wreaks Havoc on the Lake



BY ANGELA YAP

Snow falls can create a weight-bearing problem for docks and boats on the lake. A blizzard brings more intensity to a winter storm.

According to Arrowhead Lake Association (ALA), there are over 2,400 docks on the lake.

"The ALA is only in the early stage assessing damage to docks and boats based aerial photos taken from drones and helicopter," said Bob Mattison on March 1, 2023, general manager at ALA. "We can see that there are dozens of docks and boats severely damaged, and we are trying to identify these docks and boats from the photos and notify owner."

Madison said that ALA has not been able to get Lake Arrowhead boats out on the lake yet due to weather conditions and ice on the lake. "Like everyone else on the mountain are struggling to cope with these epic snow storms," said Mattison.

The recent blizzard was destructive to many docks and boats left on the lake. In spite of warnings, many boat owners did not take the steps to secure their boats.

The blizzard caused widespread damage to many docks, some of the destruction was so severe that docks were torn from their anchor points on the shore and were sent floating on the icy lake. Many docks had significant damage, some were tipped over and submerged. Other docks went

"belly-up," completely flipped over, upside down.

When the intense blizzard stopped and thick fog took a break over the weekend, Aaron Lawler from All American Dock Pros and Aaron Osekowsky from Arrowhead Docks Unlimited took a survey of the docks around the lake.

When asked what they witnessed, both entrepreneurs said they could not believe what they saw on the lake.

"There is a lot of ice around the lake," said Aaron Lawler from All American Dock Pros. "I saw many docks rolled over, some were completely flipped over and submerged. Our crew will be very busy to help out our customers."

Aaron Osekowsky from Arrowhead Docks Unlimited also shared what he observed, stating, "I was on the lake with my crew on Friday of last week and we were able to completely clear off our boats and docks. On Sunday morning after the big snowfall, my wife and I hiked back to our yard and were able to clear one barge of snow so we could get on the water and get a closer look of the damage. The ice/slush on the lake surface has made parts of the lake completely inaccessible via boat, specifically anything West of Village Point and the back of North Bay. There is a thick sheet of ice & slush in most of the other bays as well. The surface ice is one of the many things that is making dock/boat surveying and repair very difficult. We have managed to get at least one barge out on the water every day since Sunday."

**From:** [Todd Winters](#)  
**To:** [Barragan, Elena](#)  
**Cc:** [LABOATYARD@gmail.com](mailto:LABOATYARD@gmail.com)  
**Subject:** THE BOATYARD  
**Date:** Saturday, January 24, 2026 9:09:27 PM

---

You don't often get email from toddmwinters@gmail.com. [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Dear Elena,

I am writing to express my strong support for The Boatyard's proposal to build an indoor boat storage facility in Running Springs.

As a boat owner who lives and recreates on the mountain, I—and many others—have experienced firsthand the challenges caused by the lack of adequate winter boat storage in the area. Currently, there are very limited options for protecting boats during the harsh winter months, which creates unnecessary risks of weather damage, theft, and transportation hazards when owners are forced to move boats long distances off the mountain.

An indoor storage facility in Running Springs would provide a much-needed solution. It would allow boat owners to safely store their boats locally, and help protect valuable equipment from snow, ice, and extreme cold. This would not only benefit individual owners, but also improve overall safety and reduce strain on mountain roads.

In addition, The Boatyard's project would support the local economy by providing jobs and services while meeting a real, existing need within the mountain community. This is a practical, well-suited use that aligns with the realities of mountain living and recreation.

I respectfully encourage the county to allow The Boatyard to proceed with their plans. An indoor boat storage facility would be a valuable asset for

Running Springs and the surrounding areas, and it would greatly improve winter storage options for many responsible boat owners on the mountain.

Thank you for your time and consideration.

Sincerely,

Todd Winters

**Subject: Formal Objection to PROJ-2023-00088 (Arrowbear Boat Storage) and Request for Preparation of an Environmental Impact Report**

**Dear Ms. Barragan and San Bernardino County Land Use Services,**

**I am a resident of Arrowbear Lake and submit this formal objection to PROJ-2023-00088 (Arrowbear Boat Storage) located at 32864 Hilltop Blvd., Arrowbear Park, CA (APN 0328-165-16). Please include this letter and all attachments in the administrative record for the project.**

**Based on the information currently available, I respectfully request that San Bernardino County deny the project as currently proposed or require preparation of a full Environmental Impact Report (EIR) rather than relying on the current Initial Study / Mitigated Negative Declaration (IS/MND).**

**The concerns outlined below provide evidence that the project may result in significant environmental and safety impacts, which under California Environmental Quality Act (CEQA) requires preparation of an EIR when a fair argument of potential impact exists.**

---

## **1. Inconsistent Project Description in the Administrative Record**

**Public CEQA materials describe the project as a single indoor boat storage building of approximately 10,974 square feet and approximately 32 feet in height, with use of an existing 1,757-square-foot building as an office and demolition of two existing structures.**

**However, the transportation memorandum associated with the project references multiple storage structures and approximately 252 storage stalls. These descriptions appear inconsistent and raise concerns regarding whether the environmental review accurately reflects the full scope of the proposed project.**

**CEQA requires that environmental review evaluate a stable and accurate project description so that environmental impacts can be properly analyzed.**

---

## **2. Potential Piecemealing of Project Development**

**Environmental review must evaluate the whole of a project, including reasonably foreseeable phases or operational components.**

**If the current proposal represents only one portion of a larger storage operation or phased development, the environmental review should evaluate the entire foreseeable project, including outdoor storage operations and future structures if they are reasonably anticipated.**

---

### **3. Evidence of Outdoor Boat Storage**

**The CEQA materials describe the project as indoor boat storage, yet outdoor boat storage has been observed at the site.**

**Additionally, during a community meeting held January 29, 2026 at the Robert Hootman Center, which I attended, the applicant stated that the facility would store approximately 69 boats inside a structure and approximately 180 boats outdoors.**

**If outdoor storage occurs at that scale, the environmental review may underestimate potential impacts related to:**

- aesthetics and visual character**
- operational noise**
- stormwater runoff or potential fuel leakage**
- compatibility with nearby residential uses**

**Environmental review should evaluate the actual operational characteristics of the proposed facility, including large-scale outdoor storage if that is anticipated.**

---

### **4. Hazardous Materials and Fuel Storage Considerations**

**During a community meeting held March 11, 2026 at the Robert Hootman Center, which I also attended, the applicant stated that boats stored at the facility must remain with gasoline in their fuel tanks.**

**Gasoline is considered a flammable liquid under the California Fire Code and is treated as a hazardous material for purposes of CEQA hazard analysis.**

If a large number of boats are stored outdoors while containing fuel, this could result in a substantial concentration of flammable materials on site. The environmental review does not appear to analyze potential risks associated with storing large numbers of fuel-containing boats, particularly in an outdoor environment.

---

## **5. Transportation and Safety Concerns on State Route 18**

The project driveway connects directly to State Route 18, which serves as the primary roadway for Arrowbear and surrounding mountain communities.

Boat trailers have different operational characteristics than passenger vehicles. They require wider turning radii, slower maneuvering speeds, and additional space for staging and retrieval operations.

The transportation analysis appears to rely on assumptions associated with mini-warehouse land uses, which may not accurately reflect the operational characteristics of a boat storage facility involving trailers.

---

## **6. School Bus Stop Located Directly Opposite the Project Entrance**

The project entrance is located directly across from a school bus stop used by local children.

At this location the school bus stops directly on SR-18, and the driver exits the bus and stands in the roadway with a stop sign while children exit and cross. This requires traffic in both directions on the highway to stop during loading and unloading of students.

Boat trailers entering or exiting the project driveway during these periods could create traffic conflicts, visibility issues, or congestion in the same location where children are boarding or crossing the roadway. The transportation analysis does not appear to evaluate this specific condition.

---

## **7. Wildfire Risk and Evacuation Considerations**

**Arrowbear Lake is located in a wildland-urban interface area with significant wildfire risk, where evacuation routes rely heavily on State Route 18.**

**Facilities involving trailers may affect evacuation conditions because trailers require slower maneuvering and larger turning movements. Additionally, storage of boats containing fuel may increase fire hazards during wildfire events or ember storms.**

**Environmental review should evaluate whether the project could affect emergency access or evacuation conditions along SR-18.**

---

## **8. Compatibility With Surrounding Residential Uses**

**The project site is located in close proximity to residential properties. A large multi-level storage structure or outdoor boat storage yard may affect nearby residences through visual impacts, operational noise, and increased traffic.**

**Before approving a Minor Use Permit, the County must determine that the project will not have a substantial adverse effect on adjacent properties.**

---

## **9. CEQA Fair-Argument Standard**

**Under CEQA, if substantial evidence supports a fair argument that a project may have significant environmental impacts, the lead agency must prepare an Environmental Impact Report.**

**The information presented in this letter and its attachments indicates potential impacts related to:**

- project description inconsistencies**
- potential piecemealing**
- hazardous materials and fuel storage**
- transportation safety on SR-18**
- safety concerns involving the nearby school bus stop**
- wildfire evacuation considerations**
- compatibility with nearby residential uses**

Accordingly, reliance on a Mitigated Negative Declaration may not be appropriate.

---

## Conclusion

For the reasons described above, I respectfully request that San Bernardino County:

1. Deny PROJ-2023-00088 as currently proposed; or
2. At minimum, decline to adopt the current Initial Study / Mitigated Negative Declaration and instead require preparation of a full Environmental Impact Report evaluating the complete project description, operational characteristics, traffic safety conditions on SR-18, wildfire evacuation considerations, hazardous materials risks, and compatibility with nearby residential uses.
3. If a large building is erected, it should conform with other buildings in the nearby area related to architecture (e.g. alpine style/tudor buildings consistent with a tourist mountain thoroughfare).

Please confirm that this letter and its attachments have been included in the administrative record and will be provided to the decision-making body prior to any hearing or approval of the project.

Thank you for your consideration.

Sincerely,

Crystal Mueller, Ph.D.

Cougar Ln  
Arrowbear Lake, California

hathnofury@yahoo.com  
808-294-3655 cell

## PROJ-2023-00088 – Supporting Exhibits

---

**Exhibit A – Archived Website Content (Outdoor Storage Evidence)**

Source: <https://boatyardarrowbear.com/>

Captured Website Text:

“The BoatYard – On the Mountain™

Boat Storage Facilities Serving Arrowbear & Surrounding Communities

32864 Hilltop Blvd (Hwy 18), Arrowbear, CA

Our Services

- Outdoor Boat & Trailer Storage
- Indoor Boat & Trailer Storage (COMING SOON)
- Winterizing & Shrink Wrapping
- Gap Insurance
- Daily, Monthly and Year-Round Storage
- Trailer Rental
- Recovery/Insurance Storage
- Valet Service

Purpose:

Demonstrates that the business advertises outdoor storage while the project description in CEQA materials emphasizes indoor storage.

Recommended Additional Evidence: If the webpage listed above has been changed, you can see an archived copy of the website at:

[/web/20260313040352/https://www.boatyardarrowbear.com/](https://web.archive.org/web/20260313040352/https://www.boatyardarrowbear.com/)

## Exhibit B – Photographs of Project Entrance

Insert photographs showing:

- The driveway entrance to the boat storage property



- Visibility conditions from SR-18





Purpose:

Documents real-world site conditions and access configuration.

### **Exhibit C – School Bus Stop Opposite Entrance**

Insert photographs showing:

- The school bus stop location

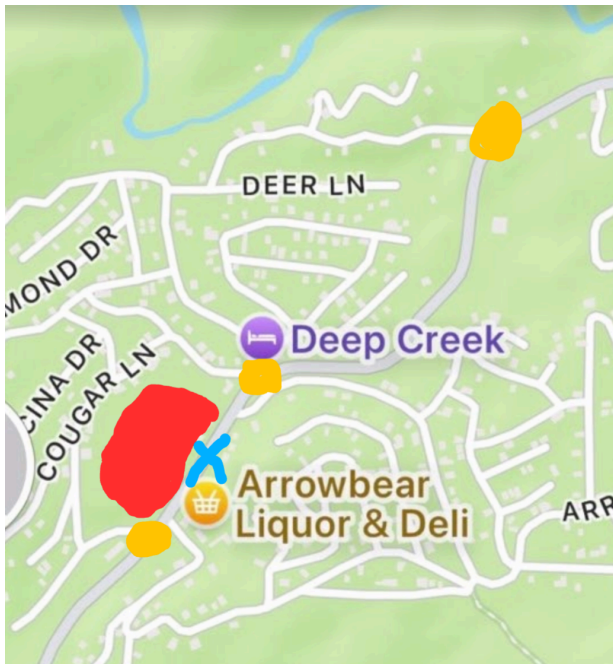


- Purpose:

Demonstrates potential traffic safety conflicts between boat trailers entering/exiting the site and children boarding buses.

### Exhibit D – Map Showing SR-18 Access and Bus Stop Location

Insert a map or satellite image showing:



- State Route 18 (grey)
- The project parcel location (red)
- The driveway entrance (blue)

- The school bus stop (blue)
- Evacuation routes for north part of Arrowbear (yellow); NOTE - proposed project potentially would block two of three exit points in the event of a fire.

## Exhibit E – Residential Proximity Evidence

Insert photographs showing:

- Residential homes near the project site



*View from Powers St.*

- Views toward the property from nearby homes or streets



*View from Cougar Ln. (multiple similar views from Cougar Ln.)*

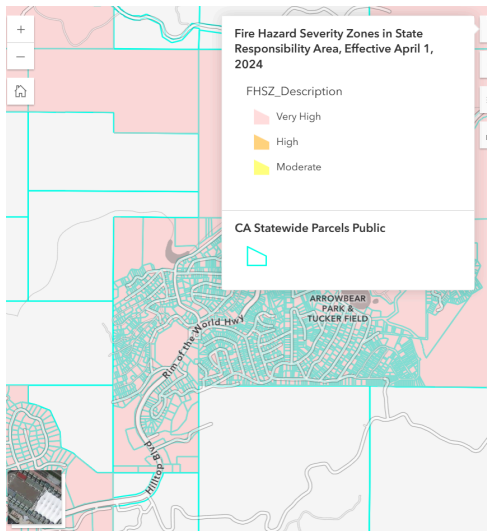
Purpose:

Demonstrates compatibility issues between the proposed development and surrounding residential uses.

## Exhibit F – Wildfire Hazard and Evacuation Context

Insert maps or documents showing:

- CAL FIRE Fire Hazard Severity Zone map for the Arrowbear area



- Evacuation route maps showing reliance on SR-18 (see Exhibit D)

•Purpose:

Supports analysis of wildfire evacuation and emergency access concerns.

## Exhibit G – Driveway vs School Bus Stop Diagram

Simple diagram illustrating the relationship between the boat yard driveway and the school bus stop. (See Exhibit D, map blue "X")

Purpose:

Demonstrates the potential traffic safety conflict between boat trailers entering/exiting the site and the school bus stop to allow children to exit.

## Exhibit H – Project Timeline

Approx. Year – Existing structure on property destroyed by fire (do not have exact date at this time).

2023 – County project file initiated (PROJ-2023-00088).

2024 – Boat storage business begins advertising services in Arrowbear.

2024–2025 – Website advertises outdoor boat and trailer storage while indoor storage is listed as 'coming soon'.

Present – County reviewing proposal for indoor boat storage facility.

**From:** [Darin DeWitt](#)  
**To:** [Barragan, Elena](#)  
**Subject:** Comments on Draft Initial Study / Mitigated Negative Declaration – Arrowbear Storage Facility (PROJ-2023-00088)  
**Date:** Sunday, March 29, 2026 2:20:45 PM

---

You don't often get email from [darin.dewitt@gmail.com](mailto:darin.dewitt@gmail.com). [Learn why this is important](#)

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you can confirm the sender and know the content is safe.**

Dear Elena Barragan.

Thank you for the invitation to submit comments on Arrowbear Storage Facility's public hearing before the San Bernardino County Planning Commission (Project Number: PROJ-2023-00088).

I have concerns in five areas. I will bold titles for each section to hopefully make this easier to read.

### **1. Wildfire Risk and Evacuation Constraints**

The Project Site is located within a Very High Fire Hazard Severity Zone and relies on State Route 18, a critical evacuation route, for access. However, the analysis concludes impacts would be less than significant largely based on compliance with applicable codes, without evaluating real-world evacuation conditions.

The project involves the seasonal movement of a substantial number of boats and trailers, which would introduce large, slow-moving vehicles onto SR-18. The analysis relies on average daily trips but does not evaluate peak seasonal activity, emergency evacuation overlap, or the effect of trailers on roadway capacity and clearance times. As a nearby resident, I am particularly concerned about how these conditions would affect evacuation safety during wildfire events, when congestion and delays can have serious consequences.

### **2. Traffic Analysis and Trip Generation Methodology**

The Trip Generation Analysis (Appendix H) does not provide substantial evidence to support a less-than-significant transportation impact conclusion.

The analysis relies on a limited “letter report” rather than a full transportation study and uses average daily trip estimates (approximately 45 trips per day) derived from a “mini-warehouse” land use proxy. This is not an appropriate comparison for a boat storage facility, which involves large vehicles, trailers, turning movements, and potential queuing that are not reflected in the selected model.

Additionally, while the analysis acknowledges that approximately 252 boats would be moved seasonally, it distributes these trips across assumed averages and does not evaluate peak conditions, such as weekends or concentrated seasonal demand. It also does not analyze

vehicle types, driveway operations, or safety impacts associated with trailer access onto SR-18.

Because the analysis relies on averaged conditions, an inappropriate land use proxy, and does not evaluate peak or safety conditions, it does not provide substantial evidence supporting the conclusions reached.

### **3. Biological Resources Analysis**

The Biological Resources Assessment (Appendix B) is based on a reconnaissance-level survey conducted during a single, short-duration site visit. This limited survey effort is not sufficient to rule out the presence or use of the site by special-status species, particularly those that are seasonal or nocturnal.

The report relies heavily on the characterization of the site as “disturbed” to conclude that it lacks biological value. However, the site contains Jeffrey pine woodland, mature trees, and is part of a broader forested landscape. Disturbance does not eliminate ecological function, particularly in a mountain environment where even partially disturbed parcels can contribute to habitat connectivity.

The analysis also acknowledges that the site lies within a mapped habitat connectivity area and that sensitive species have been documented nearby, yet no focused or protocol-level surveys were conducted and no meaningful evaluation of habitat fragmentation or cumulative effects is provided.

As a result, the conclusion of less-than-significant impacts is not adequately supported.

### **4. Hydrology and Drainage**

The Preliminary Drainage Report (Appendix G) raises several concerns regarding the adequacy of the hydrology analysis.

The report is explicitly preliminary, with final design details deferred to a later stage, which does not satisfy CEQA’s requirement for substantial evidence at the time of environmental review. The site is characterized by steep slopes (up to approximately 30 percent), soils with low infiltration capacity (Hydrologic Soil Group D), and high runoff potential. Despite these constraints, the proposed mitigation relies heavily on infiltration within a bioretention basin, without adequately addressing the limitations of the site’s soil conditions.

The project also receives off-site runoff from surrounding residential areas, including properties uphill from my location, and conveys this flow through the site to an existing drainage ditch. However, the analysis does not fully evaluate cumulative drainage conditions or downstream impacts. Notably, the report acknowledges that the outlet of the existing culvert is unknown, raising concerns about whether downstream capacity and potential impacts have been adequately assessed.

Additionally, the analysis does not address system performance under extreme storm events, long-term maintenance, or failure scenarios. Given the steep terrain and existing drainage

patterns in this area, these omissions are significant.

## **5. Reliance on Regulatory Compliance**

Across multiple sections of the Initial Study, the conclusion of less-than-significant impacts is frequently based on compliance with existing codes and regulations. While compliance is important, CEQA requires a demonstration—supported by substantial evidence—that impacts are in fact less than significant. In several instances, that analytical step appears incomplete.

### **Summary**

Taken together, the issues described above—particularly related to wildfire evacuation, traffic safety, biological resources, and drainage—indicate that the Initial Study does not fully evaluate potentially significant impacts. As a nearby resident, I am concerned that the real-world conditions of this site and surrounding neighborhood have not been adequately reflected in the analysis.

For these reasons, I do not believe the project is ready to move forward under a Mitigated Negative Declaration. At a minimum, additional focused analysis is needed in these areas. Depending on the results, preparation of an Environmental Impact Report may be warranted to fully evaluate and disclose potential impacts.

Thank you for your consideration of these comments,

Darin DeWitt

4/1/26

Dear Planning Commission,

Please accept this additional comment from Arrowbear residents and members of Friends of Arrowbear regarding the proposed boat storage project. We appreciate that this project has been elevated to a Conditional Use Permit to be reviewed by the Planning Commission, as the proposed project raises important questions about compatibility with the surrounding neighborhood.

A main concern shared by many residents has been the huge size and high-visibility design of the structure along State Route 18, which is inconsistent with the existing small-scale, forested, residential character of Arrowbear and our desire for a rural, scenic corridor. Community members have encouraged consideration of alternative siting or reduced size to better align with community character.

An additional concern is the potential for continued outdoor boat storage after construction is complete. Based on information presented at community meetings it was indicated outdoor storage may continue, raising questions about how compliance would be ensured over time. At those meetings, County representatives indicated that existing outdoor boat storage is allowed in connection with the pending project plan which would address compliance. Given this, we ask that any approval include clear, enforceable conditions to ensure that future outdoor storage is prevented.

Should the project proceed at the proposed location, we request the Commission first consider design modifications such as a reduced-height, two-story structure or increased setback from the highway. However, if the current design is approved, we respectfully request that approval is only granted under a Condition of Approval with the effect that *No outdoor boat storage shall be permitted after 30 days following final inspection of the proposed building.*

Thank you for your consideration,

Friends of Arrowbear

Dear Planning Commission,

I appreciate the opportunity to provide additional comment on this project.

While the project has been described as personal property storage, the storage of large motorized boats may reasonably be interpreted as more closely aligned with vehicle storage, given that the Code recognizes boats as a type of vehicle in other sections (e.g., the Vehicle Services definition references “boats and other vehicles” and Chapter 6 “Water Vehicle Speed...” is organized under Title 5: Highways, Traffic; Division 2: Traffic). This ambiguity supports the need for careful discretionary review in terms of appropriate siting and zoning consistency.

I also have concerns about increased fire risk and access to the community’s evacuation route, particularly given that the proposed site is located near two primary access points to the neighborhood, with only a one-lane dirt road (Upper Boulder Rd.) serving as an alternate route. If a fire were to occur at the site, its proximity to these access points, along with the presence of combustible materials such as fiberglass resins and fuel sources, could constrain evacuation, potentially creating bottlenecks and increasing risk to life and property. This potential risk may be compounded by a nearby refueling station along Powers Lane. These considerations feel especially important in a Wildland Urban Interface setting, where new development should aim to minimize added ignition risk and support safe evacuation.

To help address these concerns, I encourage the Commission to consider conditions that would reduce fire risk and support safe evacuation. For example, adjustments to the siting or scale of the project—such as locating storage areas further from primary access points or requiring boats to be stored indoors—may help lessen potential impacts.

Thank you for taking these concerns into consideration as the project is reviewed.

Sincerely,

Lua Gregory  
Arrowbear Resident

# **EXHIBIT G**

## COMMENTS AND RESPONSES – LETTERS 1 - 6

### COMMENT LETTER 1 – Sierra Club San Gorgonio, Letter dated January 5, 2026

#### Comment 1-1

Introductory comment that letter is submitted on behalf of San Gorgonio Chapter, San Bernardino Mountains Group of the Sierra Club.

#### Response to Comment 1-1

Introductory comment; no response required.

#### Comment 1-2

Comment is a statement of Sierra Club's mission and work.

#### Response to Comment 1-2

Introductory comment; no response required.

#### Comment 1-3

Commenter states that the Project is an incompatible industrial land use in a sensitive environment. Further, the IS/MND fails to meet informational and analytical requirements of CEQA.

#### Response to Comment 1-3

CEQA section 15002. General Concepts discusses the basic purposes of CEQA as being to:  
(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities. Following preliminary review of a Project Application, a lead agency shall conduct an Initial Study to determine if the project may have a significant effect on the environment. An initial study may rely upon expert opinion supported by facts, technical studies or other substantial evidence to document its findings. However, an initial study is neither intended nor required to include the level of detail included in an EIR. The analyses provided in the Initial Study/MND prepared for the Project meets the intentions of CEQA and concludes that no significant environmental impacts would result from implementation of the Project with adoption of recommended mitigation measures.

#### Comment 1-4

Commenter states that the Project is proposed within a General Commercial Zone and the Development Code does not allow for recreational vehicle storage in that zone.

#### Response to Comment 1-4

The storage of boats is one element of the project which is described as a personal property storage project that includes the use of one of the two existing structures on site as an office. As stated on page 56 of the Initial Study, the Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Primary (CG-SCp). The Applicant intends to develop the designated CG-SCp portion

of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit. Per the Development Code, a boat does not meet the definition of a recreational vehicle. A recreational vehicle is defined as, “A motor home travel trailer, truck camper or camping trailer, with or without self-propelled motive power, designed for human habitation for recreational or emergency occupation, and that may be moved upon a public highway without a special permit or chauffeur’s license or both without violating any provision of the California Vehicle Code.”

**Comment 1-5**

Commenter states the IS/MND understates or omits significant environmental impacts, with more specific comments to follow.

**Response to Comment 1-5**

Introductory summary of comments that follow; no response required.

**Comment 1-6**

Commenter states that CEQA requires biological resources surveys to be conducted at appropriate times of the year and this was not conducted for the project. Further, the San Bernardino Flying Squirrel has habitat in the Project area.

**Response to Comment 1-6**

County disagrees; there is no such requirement in the CEQA Guidelines. Guidelines for focused surveys for Species of Special Concern are published by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife. As noted on Page 8 of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings Environmental, LLC*, the San Bernardino flying squirrel (flying squirrel) is considered a Species of Special Concern by the CDFW and is listed as a Sensitive Species by the U.S. Forest Service. Per the San Diego Natural History Museum database, the nearest documented flying squirrel occurrence is approximately 1.83 miles southwest of the Project site, within a more dense tree canopy area. Suitable habitat for this species does not occur on site. As such, this species is considered absent from the Project site (see Biological Resources Assessment, Table 2).

**Comment 1-7**

Commenter states the IS/MND fails to analyze potential impacts to the Southern Mountain Yellow-Legged Frog.

**Response to Comment 1-7**

County disagrees; as shown in Appendix B, Table 2 (“CNDDDB Potential to Occur for the *Keller Peak and Harrison Mtn. USGS 7.5 minute Quadrangles*”) of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by*

*Jennings Environmental, LLC*, suitable habitat such as lakes and creeks, for this species does not occur on site. As such, this species is considered absent from the Project site.

#### **Comment 1-8**

Commenter states that surveys were not conducted for Southern Rubber Boa, known to occur in the region or for rare plants documented nearby.

#### **Response to Comment 1-8**

County disagrees; as stated on pages 6 and 9 of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings Environmental, LLC*, Rubber boas have been documented to the north, south, and west of the Project site. Although this species has been observed within 5 miles of the project site, there is no suitable habitat within the Project boundary. As stated on page 30 of the IS/MND, historic aerial imagery demonstrates that the subject property has been impacted and cleared several times. Additionally, the Project site does not contain any fallen debris for hibernacula and there are no north-facing slopes that provide any rock outcrops. The site is also separated from the occupied habitat by multiple development projects. (Refer to Appendix B, Table 2 (“CNDDDB Potential to Occur for the *Keller Peak and Harrison Mtn.* USGS 7.5 minute Quadrangles”) ). Therefore, this species is considered absent from the Project site and the proposed Project will not affect rubber boa.

#### **Comment 1-9**

Comment alludes to the need to address prior uses and degradation of the site to be considered with the Project to evaluate cumulative impacts.

#### **Response to Comment 1-9**

As documented throughout the IS/MND, no new significant impacts would result from the Project, and therefore no cumulative impacts would occur. Refer to pages 85 – 89 of the IS/MND.

#### **Comment 1-10**

Commenter suggests the use of restoration, mitigation lands/banks, or conservation easements would mitigate biological impacts.

#### **Response to Comment 1-10**

As a result of the previously cited biological study’s findings, there is only one potentially significant impact to biological resources and that would be mitigated to less than significant with the implementation of Mitigation Measure BIO-1 which requires nesting bird surveys.

#### **Comment 1-11**

Commenter states the Preliminary Drainage Report fails to analyze downstream impacts to Dry Creek flowing into Deep Creek which is a State-designated Wild Trout Stream.

#### **Response to Comment 1-11**

Deep Creek is a State-designated Wild Trout Stream, but only after its confluence with Green Valley Creek which is located approximately 3 miles downstream of the project site.

As noted in Appendix A of the *Preliminary Drainage Study for the Diess Boat Storage, prepared October 29, 2025, by Walsh Engineering*, runoff is expected to discharge into Dry Creek that later joins with Deep Creek. However, as stated on Pages 52, 54, and 55 of the Initial Study, the Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Manual and has maximum design capacity of 9,390 CF.

Impacts to downstream facilities are not anticipated as the proposed stormwater system for the project mitigates the proposed project's post-development runoff from a 100-year storm event down to the existing, pre-development runoff from a 100-year storm. With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff.

#### **Comment 1-12**

Commenter states proposed use would introduce risks from fuel, solvents, antifreeze, pesticides, and fertilizers which bioretention BMPs do not reliably remove. IS/MND should demonstrate the impact to groundwater or surface water.

#### **Response to Comment 1-12**

Hazardous waste disposal areas (for oil, coolant, or lead-acid batteries) are not a part of the existing or proposed operations because no mechanic-related or fuel-related operations occur. Operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations, and Best Management Practices. Operations would include standard maintenance (i.e., open space upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.).

Regardless, as stated on page 50 of the Initial Study, a National Pollutant Discharge Elimination System (NPDES) permit is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Therefore, the Proposed Project would be subject to a NPDES permit for protection of surface waters. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

BMPs for the Proposed Project include, but are not limited to: Provide storm drain system stenciling and signage, utilize naturalized/rock-lined drainage swales in place of underground piping or imperviously lined swales, and minimize impervious areas. The SWPPP will be subject to review and approval by the Regional Water Quality Control Board (RWQCB).

#### **Comment 1-13**

Comment relates to project being located in a Very High Fire Hazard Severity Zone and storage of flammable materials significantly increases wildfire risk.

#### **Response to Comment 1-13**

As stated on Page 77 of the Initial Study, all projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>1</sup> The Proposed Project would be subject to review and approval from the Arrowbear Lake Fire Department. Additionally, the proposed structure will be constructed to meet all applicable CBC/State Fire Code requirements for hazardous materials. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

#### **Comment 1-14**

Conclusory comment reiterating Commenter's concerns and that the Project requires preparation of an Environmental Impact Report.

#### **Response to Comment 1-14**

The Initial Study has been used for the County to make the determination that a Mitigated Negative Declaration is the appropriate CEQA document. All potentially significant environmental impacts are reduced to less than significant impacts with implementation of mitigation measures recommended in the Initial Study and to be adopted as part of the Mitigation Monitoring and Reporting Program (MMRP).

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<sup>1</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials. Accessed January 10, 2025

The County finds that: 1) no new significant impacts have been identified; 2) there is no need for additional environmental analysis; and 3) there is no need to prepare an EIR. The County does not have an obligation to provide formal responses to the commenters however, this letter should be included in the Administrative Record for the project.

DRAFT

DRAFT

**Responses to Comment Letter #2**

## **COMMENT LETTER 2 – Friends of Arrowbear Letter and Attachments, dated January 4, 2026**

### **Comment 2-1**

Introductory comment stating that comments reflecting concerns of local residents are submitted as attachments to email along with a community petition signed by residents of Arrowbear, Running Springs, and Green Valley Lake.

### **Response to Comment 2-1**

Introductory comment; no response required.

### **Comment 2-2**

Introductory comment regarding issues of concern.

### **Response to Comment 2-2**

Introductory comment; no response required.

### **Comment 2-3**

Commenter provides zoning of the Project Site and allowable uses, stating recreational vehicle storage facilities are not allowed on CG-zoned parcels. Commenter believes that proposed use falls under Storage Recreational Vehicles which requires different zoning.

### **Response to Comment 2-3**

The storage of boats is one element of the project which is described as a personal property storage project that includes the use of one of the two existing structures on site as an office. As stated on page 56 of the Initial Study, the Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Primary (CG-SCp). The Applicant intends to develop the designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit. Per the Development Code, a boat does not meet the definition of a recreational vehicle. A recreational vehicle is defined as, “A motor home travel trailer, truck camper or camping trailer, with or without self-propelled motive power, designed for human habitation for recreational or emergency occupation, and that may be moved upon a public highway without a special permit or chauffeur’s license or both without violating any provision of the California Vehicle Code.”

### **Comment 2-4**

Commenter states that comparable boat storage facilities in Lake Arrowhead are located on CS-zoned parcels which is allowable use.

### **Response to Comment 2-4**

County disagrees that the referenced sites are comparable. The Mile High Storage Facility application from 1987, (ZC/87-0002/M227-3N and SA/87-0003/M227-3N) included a zone change from Multiple Residential to Commercial Neighborhood Type A. Land use information related to Kiwi Docks was not readily identifiable. Mile High Storage and Kiwi Docks both include maintenance repair elements that the boat storage project does not. Also refer to Response to Comment 2-3.

#### **Comment 2-5**

Commenter believes the scale, operational intensity, and environmental sensitivity of the project are inconsistent with findings required under Development Code 85.06.040.

#### **Response to Comment 2-5**

The Proposed Project is an allowed use within the Commercial land use zoning district, and is subject to a Minor Use Permit (MUP) which is ordinarily reviewed and approved by the Zoning Administrator. . In accordance with Development Code 85.06.030(b)(4)(a) Exceptions to Review Authority- The Director shall be the review authority for all Minor Use Permit applications except for the following: Where the Director refers the application to the Commission for consideration and final action. Additionally, in those cases where the Minor Use Permit results in controversy, the project shall be elevated to a Conditional Use Permit. Based on the response to the IS/MND, and per the requirements of the Development Code the application was elevated to a Conditional Use Permit.

#### **Comment 2-6**

Commenter states that abutting residential properties will be adversely affected by year-round operations and associated movement of large vehicles and trailers.

#### **Response to Comment 2-6**

According to the Trip Generation Analysis prepared December 11, 2024 by Kittelson & Associates the proposed facility is exclusively intended for personal storage, with no repairs, rentals, or sales conducted on-site. Two employees currently staff the facility and it is estimated that for the Proposed Project there would be approximately 3 part-time employees during peak operations. Business operations are seasonal, running by appointment only. During the summer months, the facility operates from 10:00 AM to 2:00 PM. In the winter months (November to April), appointments are available, though designated opening hours are not specified. Seasonal operations involve moving boats and their corresponding trailers in and out of the site. The site operator does the pick-ups and drop-offs of boats. Approximately 80% of trucks delivering or retrieving boats are expected to do so twice per year- one trip entering the yard between September and November and one trip exiting the yard between May and June. The Trip Generation Analysis estimated the trips based on the use of “warehouse” to be a maximum of 45 trips per day, with up to 3 trips occurring during the AM peak hour and 4 trips during the PM peak hour. The trip generation is anticipated to be even less based on the Proposed Project’s actual operations and logistics of the site use. It is anticipated there would be no more than 5 boats per day picked up and dropped off, and therefore less than 10 daily trips per day. No large vehicles are used; the owner uses a Dodge 1500 and Ford F-250 for hauling.

### **Comment 2-7**

Commenter asserts that a Conditional Use Permit (CUP) is the appropriate entitlement.

### **Response to Comment 2-7**

See Response to Comment 2-5.

### **Comment 2-8**

Commenter states project is adjacent to State Route 18, a USFS designated Scenic Route and a MUP does not provide sufficient findings to evaluate scenic compatibility.

### **Response to Comment 2-8**

Please refer to the Initial Study pages 11 – 13. The Project Site is adjacent to State Route 18 (SR-18), which is a County Scenic Route and Eligible State Scenic Highway.<sup>2</sup> The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>3</sup> The proposed structures shall have a minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>4</sup> The Proposed Project would not obstruct the views of others due to the height and required setbacks. Construction of the Proposed Project would require the removal of seven trees ranging in size from 8” to 24” in diameter, all located on the west side of the Project Site. There are no rock outcroppings on or adjacent to the Project Site. As concluded in the Cultural report (see section V of this Initial study) there are no historic buildings on the Project Site. The Proposed Project would comply with San Bernardino County development Standards and tree removal permit requirements per Section 88.01 to ensure the Proposed Project would not substantially damage scenic resources within a state scenic highway. Less than significant impacts were identified.

### **Comment 2-9**

Commenter is concerned with project being located in a wildfire-prone community, particularly with the close proximity of Burrtec’s natural gas facility.

### **Response to Comment 2-9**

As stated on Page 77 of the Initial Study, all projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>5</sup> The Proposed Project would be subject to review and approval from the Arrowbear Lake Fire Department. Additionally, the proposed structure will be constructed to meet all applicable CBC/State Fire Code requirements for hazardous materials.

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<sup>2</sup> San Bernardino County. Countywide Policy Plan Map. NR-3 “Scenic Routes & Highways.” Accessed November 26, 2024.

<sup>3</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>4</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>5</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials. Accessed January 10, 2025

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

The adjacent Burrtec facility is a fueling station for dispensing Liquid Natural Gas (LNG) for Burrtec vehicles. It consists of a mobile LNG fuel tank that remains in place. The LNG fuel tank on-site is a double lined, over-the-road fuel tank that meets all highway safety standards. Every motor vehicle equipped with an LNG fuel system is equipped with a methane gas detection system, which shall warn of the presence of methane.<sup>6</sup> LNG is stable, nontoxic, and not flammable or explosive.<sup>7</sup>

#### **Comment 2-10**

Commenter states that Arrowbear and Hilltop area does not have a lake for motorized boats or boats longer than 14 ft. sand therefore Project does not fulfill a community need. It increases the threat from wildfire and places the burden on a disadvantaged unincorporated community. Project not in line with the San Bernardino Countywide Policy Plan Safety and Security Section

#### **Response to Comment 2-10**

Regarding consistency with the Countywide Policy Plan, boat pickups and deliveries as part of current operations occur to/from Lake Arrowhead. According to Mr. Richard Reisenhofer, Lake Safety Supervisor II, Arrowhead Lake Association, the number of covered storage facilities in the local area close to Lake Arrowhead is limited. There are not enough to match demand. The Project therefore fulfills a need of the San Bernardino Mountain community. Please refer to Response to Comment 2-9 regarding wildfire risk. The Arrowbear community is a designated disadvantaged community<sup>8</sup> however, there are no County policies related to such designation. Commenter does not specify how the project is not in line with the Countywide Policy Plan Safety and Security Section. The Project is determined by staff to be consistent with the Countywide Plan.

#### **Comment 2-11**

Commenter states that truck delivery areas are to be located away from residential properties according to Policy HZ-2.7 in the San Bernardino Countywide Policy Plan. In the MND, it is noted that the client would like to truck 252 boats in and out each way every season. This poses a substantial adverse impact to a quiet mountain community

#### **Response to Comment 2-11**

The Project does not locate delivery trucks near residential properties. Access to the Project Site would be directly off SR-18. The entrance to the Project Site is currently unpaved and would be paved with concrete. The proposed on-site circulation loop would stem from SR-18 would also be paved. As stated in the Initial Study (page 69), the Proposed Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM

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<sup>6</sup> California Code of Regulations. Title 13 – Motor Vehicles.

<sup>7</sup> <https://www.appliedlng.com/fuels>

<sup>8</sup> San Bernardino County. County Policy Plan web maps: HZ-10 “Environmental Justice & Legacy Communities.” Accessed, January 22, 2026.

peak hour. The project trips would result in minor increases in traffic that are considered less than significant.

The Initial Study also states that the dominant noise source within the vicinity of the Project Site is from vehicles traveling on SR-18 which is directly adjacent of the Project Site. The section of SR-18 near the Project Site is listed as an existing Noise contour 70 CNEL.<sup>9</sup> Operations associated with the proposed use would be achieved with the use of trucks and trailers moving on concrete. Noise generated by the on-site equipment and trucks will not lead to a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (see Initial Study pages 60 – 61).

#### **Comment 2-12**

Comment reiterates Policy HW-3.7 of the Countywide Policy Plan related to attracting local-serving businesses.

#### **Response to Comment 2-12**

Refer to Response to Comment 2-10.

#### **Comment 2-13**

Introductory comment to following assertions as to why findings of Mitigated Negative Declaration are insufficient .

#### **Response to Comment 2-13**

Introductory comment; no response required.

#### **Comment 2-14**

Commenter states that outlet of culvert (on-site) is a feeder stream that feeds into dry Creek which feeds into Deep Creek and Lahontan watershed.

#### **Response to Comment 2-14**

As noted in Appendix A of the *Preliminary Drainage Study for the Diess Boat Storage, prepared October 29, 2025, by Walsh Engineering*, runoff is expected to discharge into Dry Creek that later joins with Deep Creek. However, as stated on Pages 52, 54, and 55 of the Initial Study, the Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions

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<sup>9</sup> San Bernardino Countywide Plan. web maps HZ-7(A-C) Existing Noise Contour. January 05, 2025.

and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Manual and has maximum design capacity of 9,390 CF.

Impacts to downstream facilities are not anticipated as the proposed stormwater system for the project mitigates the proposed project’s post-development runoff from a 100-year storm event down to the existing, pre-development runoff from a 100-year storm. With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff.

#### **Comment 2-15**

Commenter states that “a short distance downstream” Deep Creek is a state designated Wild Trout stream and its recognized values fit with the community values and in the Hilltop Community Action Plan noting protecting Deep Creek is of particular importance.

#### **Response to Comment 2-15**

Refer to Response to Comment 2-14.

#### **Comment 2-16**

Commenter cites a U.S. Forest Service (USFS) Management Plan that indicates the project site may be a Riparian Conservation Area and thus a Section 7 analysis is needed.

#### **Response to Comment 2-16**

A Jurisdictional Delineation was performed by Jennings Environmental to assess potential jurisdictional waters at the Project Site (Initial Study Appendix B: *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, January 2025, Jennings Environmental, LLC*). The assessment reviewed aerial imagery of the Project Site and compared those with the surrounding USGS 7.5-minute topographic quadrangle maps to identify drainage features within the survey area as indicated from topographic changes, blue-line features, or visible drainage patterns. The U.S. Fish and Wildlife Service National Wetland Inventory and Environmental Protection Agency (EPA) Water Program “My Waters” data layers were also reviewed to determine whether any hydrologic features and wetland areas had been documented within the vicinity of the Project Site. Similarly, the Soil maps from the U.S. Department of Agriculture (USDA) - Natural Resources Conservation Service (NRCS) Web Soil Survey (USDA 2024) were reviewed to identify the soil series on-site and to check if they have been identified regionally as hydric soils. Upstream and downstream connectivity of waterways (if present) was reviewed in the field, on aerial imagery, and topographic maps to determine jurisdictional status.

The USACE has the authority to permit the discharge of dredged or fill material in Waters of the U.S. (WOUS) under Section 404 of the Clean Water Act (CWA). While the Regional Water

Quality Board has authority over the discharge of dredged or fill material in Waters of the State under Section 401 of the CWA as well as the Porter-Cologne Water Quality Control Act. The Project Site was surveyed with 100 percent visual coverage and no drainage features were present on-site that met the definition for WOUS. As such, the Project Site does not contain any wetlands, Waters of the U.S., or Waters of the State.

The CDFW asserts jurisdiction over any drainage feature that contains a definable bed and bank or associated riparian vegetation. The Project Site was surveyed with 100 percent visual coverage and no definable bed or bank features exist on the Project Site. As such, the Project Site does not contain any areas under CDFW jurisdiction.

#### **Comment 2-17**

Commenter provides photograph of surface runoff at project site stating retention basin plans are likely inadequate.

#### **Response to Comment 2-17**

As noted in Appendix A of the *Preliminary Drainage Study for the Diess Boat Storage, prepared October 29, 2025, by Walsh Engineering*, runoff is expected to discharge into Dry Creek that later joins with Deep Creek. However, as stated on Pages 52, 54, and 55 of the Initial Study, the Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Manual and has maximum design capacity of 9,390 CF.

With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff.

#### **Comment 2-18**

Commenter states that hazardous fluids associated with the project would be used above a shallow water table and runoff potential into local feeder streams. Water quality degradation could impact wildlife and recreational uses of streams.

### **Response to Comment 2-18**

Impacts to downstream facilities are not anticipated as the proposed bioretention basin is designed to retain the volume required to mitigate the proposed project's post-development runoff from a 100-year storm event down to the existing, pre-development runoff from a 100-year storm (refer to Initial Study Section X and Appendix G). The proposed bioretention basin has been designed to target onsite pollutants of concern as defined by the San Bernardino County Technical Guidance Document for Water Quality Management Plans and the California Stormwater BMP Handbook. With this proposed bioretention basin in place, no water quality degradation or impacts to wildlife and recreation uses of streams are anticipated.

### **Comment 2-19**

Commenter states that the building design should not be approved as the storage building adjacent to a scenic highway is industrial-like in appearance, has no buffering or landscaping, and is sited so it dominates the view.

### **Response to Comment 2-19**

The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>10</sup> The proposed structures shall have a minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>11</sup> The Proposed Project would not obstruct the views of others due to the height and required setbacks. Landscaping as shown on Figure 2 – Site Plan of the Initial Study totals 101,151 S.F. or 59% of the Project Site and is between the building and Hilltop Blvd. Therefore, impacts are less than significant. Also refer to Response to Comment 2-8.

### **Comment 2-20**

Commenter states that Route 18 is part of USFS scenic byway system and eligible for CA State Scenic Highway Designation, thus any development adjacent to highway must be reviewed to protect visual character and aesthetics of community.

### **Response to Comment 2-20**

Refer to Response to Comment 2-8.

### **Comment 2-21**

Commenter states that the Project's 10-foot-high masonry wall is out of character for area along a scenic highway.

### **Response to Comment 2-21**

In lieu of the wall on the west side, the design has been changed per County requirements to screen that side with trees; the existing chain link fence will be retained.

### **Comment 2-22**

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<sup>10</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>11</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

Comment states the project is not justified as it is not a “local-serving business”.

**Response to Comment 2-22**

Comment noted; not a comment related to CEQA.

**Comment 2-23**

Comment states existing housing along Powers Lane will experience significant impact to due height and visual dominance of the proposed structure.

**Response to Comment 2-23**

Refer to Response to Comment 2-19.

**Comment 2-24**

Commenter suggests houses along Cougar Lane are at risk for new source of substantial light and glare and viewing night sky will be impacted.

**Response to Comment 2-24**

As noted in the Initial Study page 13, the current sources of light on-site are the light wall packs mounted on the outside of the existing buildings. The Proposed Project would remove 2 buildings and add one (1) 10,974-square-foot (SF) building to be used for storage, and include a 1,757-SF existing building to be used as an office. The Proposed Project would also add parking stalls, and landscaping to the Project Site. The facility would primarily operate during the daytime. The Proposed Project would add new sources of light but shall be subject to the San Bernardino County Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions. Permitted lighting for new construction, unless exempt, shall be shielded in compliance with the requirements outlined in Table 83-7 of the Development Code. The purpose of this section of the Development Code is to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel, or public right-of-way.

**Comment 2-25**

Comment regards Project not being compatible with community members vision contributing to the Hilltop Community Action Plan.

**Response to Comment 2-25**

Comment noted; not a comment related to CEQA.

**Comment 2-26**

Comment identified other issues community members identified in developing Hilltop Community Plan.

**Response to Comment 2-26**

Comment noted; not a comment related to CEQA.

**Comment 2-27**

Commenter states that several endangered, threatened, rare and special species of animals and plants are found in this area. The biological survey submitted is inadequate due to when it was performed and being insufficient to capture seasonal species presence.

**Response to Comment 2-27**

Guidelines for focused surveys for Species of Special Concern as published by the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife were implemented for the biological assessment included as Appendix B to the Initial Study. Habitat for endangered, threatened, rare or special species of animals and plants were not found on the Project Site.

**Comment 2-28**

Comment states that San Bernardino Flying Squirrel has been sighted by arborists and residents within 500 feet of Project Site.

**Response to Comment 2-28**

As noted on Page 8 of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings Environmental, LLC*, the San Bernardino flying squirrel (flying squirrel) is considered a Species of Special Concern by the CDFW and is listed as a Sensitive Species by the U.S. Forest Service. Per the San Diego Natural History Museum database, the nearest documented flying squirrel occurrence is approximately 1.83 miles southwest of the Project site, within a more dense tree canopy area. Suitable habitat for this species does not occur on site. As such, this species is considered absent from the Project site (see Biological Resources Assessment, Table 2).

**Comment 2-29**

Comment states that biological report did not address Southern Mountain Yellow Legged Frog.

**Response to Comment 2-29**

Refer to the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings Environmental, LLC*, Appendix B, Table 2 (“CNDDDB Potential to Occur for the *Keller Peak and Harrison Mtn. USGS 7.5 minute Quadrangles*”). Jennings concludes that suitable habitat such as lakes and creeks, for this species does not occur on site. As such, this species is considered absent from the Project site.

**Comment 2-30**

Commenter believes Southern Rubber Boa surveys should be done when they are active and CDFW protocol surveys should be done.

**Response to Comment 2-30**

County disagrees; as stated on pages 6 and 9 of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings*

*Environmental, LLC*, Rubber boas have been documented to the north, south, and west of the Project site. Although this species has been observed within 5 miles of the project site, there is no suitable habitat within the Project boundary. As stated on page 30 of the IS/MND, historic aerial imagery demonstrates that the subject property has been impacted and cleared several times. Additionally, the Project site does not contain any fallen debris for hibernacula and there are no north-facing slopes that provide any rock outcrops. The site is also separated from the occupied habitat by multiple development projects. (Refer to Appendix B, Table 2 (“CNDDDB Potential to Occur for the *Keller Peak and Harrison Mtn.* USGS 7.5 minute Quadrangles”). Therefore, this species is considered absent from the Project site and the proposed Project will not affect rubber boa.

**Comment 2-31**

Commenter states that rare plants have been documented nearby and warrant further investigation.

**Response to Comment 2-31**

Refer to Response to Comment 2-27.

**Comment 2-32**

Commenter states that the storage of flammable projects exposes people and structures to significant risk as the Project Site is in a Very High Fire Hazard Severity Zone.

**Response to Comment 2-32**

Refer to Response to Comment 2-9.

**Comment 2-33**

Commenter discusses SR 18 being an evacuation route and the project along with Burrtec’s adjacent facility endangers the community related to fire potential.

**Response to Comment 2-33**

As stated on Initial Study page 47, adequate on-site access for emergency vehicles has been conditioned by Arrowbear Lake Fire Department and would be verified by the Fire Department during the County’s plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Project vehicles are not anticipated to park off-site and interfere with off-site traffic. Refer to Comment 2-9.

**Comment 2-34**

Commenter is concerned with use of pesticides and fertilizers adjacent to a feeder stream.

**Response to Comment 2-34**

As stated on Initial Study page 46, construction and operation of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and

local regulations, and Best Management Practices. Operations would include standard maintenance (i.e., open space upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. All construction and operation materials held on-site would be kept in compliance with State and local regulations.

### **Comment 2-35**

Commenter states that while the project draft [Initial Study] states that the facility is intended for storage, and “no mechanical maintenance activities” would occur, the business website states services provided include “winterization” and “mechanic access” indicating 3rd party mechanics have access to vehicles for “maintenance and repairs” at the project site. Commenter asks what are the processes involved with winterizing boats? How will the drainage of fluids, fuel stabilizers, coolants and antifreeze be handled?

### **Response to Comment 2-35**

The existing operations at the site include the procedures described below. The primary existing and proposed use is high-and-dry storage. There are no mechanic-related activities proposed for the project evaluated in the IS/MND.

1. Winterization (Storage Preservation). Winterization is a preventative process to protect the assets during the off-season. It involves:
  - Water Drainage: Gravity-draining existing water from the engine blocks to prevent freeze-cracking. No chemicals are added during this drainage.
  - Electrical Safety: Disconnecting batteries to eliminate fire risks and preserve battery life.
  - Fuel Stabilization: Adding a stabilizer to the existing fuel tank (similar to what is added to a lawnmower) to prevent oxidation. No fuel is drained or replaced on-site.
  - Shrink-wrapping: A physical barrier of recyclable plastic is heat-sealed over the boat to protect it from the elements, reducing the need for cleaning chemicals later.
2. Pre-Delivery Readiness. Before returning a boat to the lake, the Operator performs a brief operational check. This involves connecting a freshwater source and running the motor for approximately 5 minutes (clean water and minimal drainage).

### **Comment 2-36**

Commenter suggests boats be stored close the point of use, not 20-30 minutes of travel which would reduce need for transportation and use of “slow trucks with trailers to haul the boats”.

### **Response to Comment 2-36**

Relevant to the CEQA analysis, which does not address the speed of vehicles on mountainous roads, the Project is forecast to generate less than 110 daily trips, and therefore satisfies the County-established Vehicle Miles Travelled (VMT) screening criteria for project type screening. The Proposed Project may be presumed to result in a less than significant VMT impact. The Project does not include a geometric design or incompatible uses that would substantially increase hazards. Adequate on-site access for emergency vehicles would be verified during the County’s plan review process. Access to the Project Site would be directly off SR-18, SR-18 is generally a windy road. However, the section of SR-18 accessible to the Project Site is straight and would provide adequate

line-of-sight. The Proposed Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM peak hour. The project trips would result in minor increases in traffic on a State Highway, but impacts are anticipated to be less than significant. In addition, the Proposed Project will be subject to review by the County Department of Public Works: Traffic Division to ensure that the Proposed Project does not substantially increase hazards (see Initial Study page 69).

**Comment 2-37**

Commenter reiterates prior concerns and states the Initial Study/MND did not accurately identify these issues. Thus, the project should be redesigned, relocated, and reviewed under a Conditional Use Permit.

**Response to Comment 2-37**

See Responses to Comment 2-5.

**Comment 2-38**

Commenter suggests a different site design to reduce visual impacts.

**Response to Comment 2-38**

Refer to Responses to Comments 2-8 and 2-19.

Insert Page Break for **Letter 2 – Attachment A, Community Petition in Opposition**

**Comment 2A-1**

This is an introductory comment from Friends of Arrowbear stating that comments are submitted as attachment to the email along with a petition and signatures. A summary of reasons for opposition are:

1. Harm to Scenic Quality and Neighborhood Character
1. Declining Property Values and Long-Term Financial Harm
2. Increased Wildfire Risk and Threat to Life and Property
3. Inadequate Review

**Response to Comment 2A-1**

Comment noted and will be submitted into the Administrative Record.

**Comment 2A-2**

Introduction to subsequent comments regarding why project should not be approved.

**Response to Comment 2A-2**

Comment noted; see responses below.

**Comment 2A-3**

Additional Petition comment to the summary list provided in Comment 2A-1 states that the scale of the storage building, 10- foot wall, and additional lighting would degrade scenic quality of community and dominate views along State Route 18.

**Response to Comment 2A-3**

See Responses to Comments 2-8, 2-19, and 2-24. Further in lieu of the wall on the west side, the design has been changed per County requirements to screen that side with trees; the existing chain link fence will be retained.

**Comment 2A-4**

Petition Comment states the Project would negatively effect the community and threaten long-term property values.

**Response to Comment 2A-4**

Please see Response to Comments 2-9, 2-19, 2-33, and 2-34.

**Comment 2A-5**

Additional comment to the summary list provided in Comment 2A-1 states concerns over the flammable materials stored on-site in a Very High Fire Hazard Severity Zone and adjacent to the Burrtec natural gas facility.

**Response to Comment 2A-5**

Please see Response to Comment 2-9.

**Comment 2A-6**

Additional comment to the summary list provided in Comment 2A-1 states that the Project is incompatible with the existing zoning and a Minor Use Permit is not adequate; project modifications are needed.

**Response to Comment 2A-6**

Please see Responses to Comments 2-3 and 2-5.

**Comment 2A-7**

Commenter requests that the County deny the project as proposed.

**Response to Comment 2A-7**

Comment noted and will be submitted into the Administrative Record.

**Comment 2A-8**

Comment submitted by Amanda Perez via Petition stating the project will not improve the community or make the 18 safer.

**Response to Comment 2A-8**

Comment noted and will be submitted into the Administrative Record.

**Comment 2A-9**

Comment submitted by Scott Nelsen via Petition stating his home is located directly adjacent to the Project. Because of this immediate proximity, the project's scale, construction activity, and long-term operation would directly affect my safety, quality of life, and property value. The added wildfire risk along our only evacuation route further compounds these concerns. Commenter does not believe these site-specific impacts are adequately addressed in the current review.

**Response to Comment 2A-9**

Refer to Responses to comments 2-6 through 2-38. The effect of a Project on property values is not a CEQA issue.

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**Responses to Comment Letter #3**

## **COMMENT LETTER 3 – Email from Crystal Mueller, dated January 4, 2026**

### **Comment 3-1**

Introductory comment to reasons that follow why Project should not be approved.

### **Response to Comment 3-1**

Introductory comment; no response required.

### **Comment 3-2**

Commenter opposes project design that includes 3-story high industrial-scale metal building, a 10-foot-high masonry wall, and additional lighting. Commenter states these Project elements would degrade scenic quality of community as well as views from State Highway 18.

### **Response to Comment 3-2**

As stated on Pages 11, 12, and 13 of the Initial Study, the surrounding land uses include restaurants, stores, a fueling facility and residences. The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>12</sup> The proposed structures shall have a minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>13</sup> Further, in lieu of the wall on the west side, the design has been changed per County requirements to screen that side with trees; the existing chain link fence will be retained.

Additionally, construction of the Project would require the removal of seven trees ranging in size from 8” to 24” in diameter, all on the east side of the Project Site. The Project is required to comply with San Bernardino County development Standards that require removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level to obtain a Tree Removal Permit (Development code § 88.01.050 Native Tree or Plant Removal Permits).

Given that the existing surrounding land use include other commercial uses such as restaurants, retail stores, and a fueling facility and that Project approval includes Conditions of Approval that would include adherence to the County Development Code, the Proposed Project would not substantially degrade the existing visual character or quality of public views.

### **Comment 3-3**

Commenter states that the negative impacts of the Project would affect the community and threaten property values.

### **Response to Comment 3-3**

The analyses provided in the CEQA Initial Study concludes that no significant environmental impacts would result from implementation of the Project. Property values are not a subject of CEQA review.

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<sup>12</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>13</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

#### **Comment 3-4**

Commenter states that the Project would increase wildfire risk and threaten life and property.

#### **Response to Comment 3-4**

As stated on Page 77 of the Initial Study, All projects in fire hazard severity zones shall be designed, built, and operated in accordance with state regulations specifying building materials and structural designs for structures in such zones, including California Building Code Chapter 7A and California Fire Code (CFC) Chapter 49; and regulatory requirements for defensible space including California Public Resources Code Sections 4291 et seq. and San Bernardino County Code of Ordinances Sections 23.0301.<sup>14</sup> Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

#### **Comment 3-5**

Commenter states that the Project has not received adequate review and that the zoning is incompatible with the County's designated land use. Additionally, the commenter states that a Minor Use Permit is not adequate for the Project.

#### **Response to Comment 3-5**

The storage of boats is one element of the project which is described as a personal property storage project that includes the use of one of the two existing structures on site as an office. As stated on page 56 of the Initial Study, the Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Primary (CG-SCp). The Applicant intends to develop the designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit. Per the Development Code, a boat does not meet the definition of a recreational vehicle. A recreational vehicle is defined as, "A motor home travel trailer, truck camper or camping trailer, with or without self-propelled motive power, designed for human habitation for recreational or emergency occupation, and that may be moved upon a public highway without a special permit or chauffeur's license or both without violating any provision of the California Vehicle Code."

#### **Comment 3-6**

Closing comment for reasons why Project should not be approved.

#### **Response to Comment 3-6**

Closing comment; no response required.

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<sup>14</sup> Placeworks. San Bernardino Countywide Policy Plan Draft EIR. Hazards and Hazardous Materials. Accessed January 10, 2025

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**Responses to Comment Letter #4**

## **COMMENT LETTER 4 – Email from Lua Gregory, dated January 4, 2026**

### **Comment 4-1**

Introductory comment for reasons that follow why Project should not be approved.

### **Response to Comment 4-1**

Introductory comment; no response required.

### **Comment 4-2**

Commenter expresses concern over the project being consistent with the zoning designation.

### **Response to Comment 4-2**

The storage of boats is one element of the project which is described as a personal property storage project that includes the use of one of the two existing structures on site as an office. As stated on page 56 of the Initial Study, the Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Primary (CG-SCp). The Applicant intends to develop the designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit.

### **Comment 4-3**

Commenter expresses concern for visual impacts to the community.

### **Response to Comment 4-3**

As stated on Pages 11, 12, and 13 of the Initial Study, the surrounding land uses include restaurants, stores, a fueling facility and residences. The Project would remove 2 buildings and add one 10,974-square-foot building to be used for storage. The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>15</sup> The proposed structures shall have a minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>16</sup>

Additionally, construction of the Project would require the removal of seven trees ranging in size from 8” to 24” in diameter, all on the east side of the Project Site. The Project is required to comply with San Bernardino County development Standards that require removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level to obtain a Tree Removal Permit (Development code § 88.01.050 Native Tree or Plant Removal Permits). Further, in lieu of the wall on the west side, the

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<sup>15</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>16</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

design has been changed per County requirements to screen that side with trees; the existing chain link fence will be retained.

Given that the existing surrounding land use include other commercial uses such as restaurants, retail stores, and a fueling facility and that Project approval includes Conditions of Approval that would include adherence to the County Development Code, the Proposed Project would not substantially degrade the existing visual character or quality of public views.

#### **Comment 4-4**

Commenter states concern with the water quality analysis and the path of runoff.

#### **Response to Comment 4-4**

As noted in the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project, prepared January 2025 by Jennings Environmental, LLC*, there are no streams, channels, washes, or swales that meet the definitions of Section 1600 of the State of California Fish and Game Code (FGC) under the jurisdiction of the CDFW, Section 401 (“Waters of the State” ) of the Clean Water Act (CWA) under the jurisdiction of the Regional Water Quality Control Board (RWQCB), or “Waters of the United States” (WoUS) as defined by Section 404 of the CWA under the jurisdiction of the U.S. Army Corps of Engineers (Corps) within the subject parcel. Therefore, no permit from any regulatory agency will be required.

Additionally, the project does not propose any impacts to any existing drainages along Hwy 18. Therefore, there are no impacts to any downstream resources from the proposed project as there is no evidence that any flows are generated on site and proceed off site.

As noted in Appendix A of the *Preliminary Drainage Study for the Diess Boat Storage, prepared October 29, 2025, by Walsh Engineering*, runoff is expected to discharge into Dry Creek that later joins with Deep Creek. However, as stated on Pages 52, 54, and 55 of the Initial Study, the Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Manual and has maximum design capacity of 9,390 CF.

With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or impede or redirect flood flows.

As stated on Page 51 of the Initial Study, the Proposed Project would disturb approximately 3.93 acres and a National Pollutant Discharge Elimination System (NPDES) permit is required on all grading of one (1) acre or more prior to issuance of a grading/construction permit. Therefore, the Proposed Project would be subject to a NPDES permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters.

#### **Comment 4-5**

Commenter states that alternative design and site placement should be considered to reduce visual impacts.

#### **Response to Comment 4-5**

As stated on Page 13 of the Initial Study, the Project would add new sources of light but shall be subject to the San Bernardino County Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions. Permitted lighting for new construction, unless exempt, shall be shielded in compliance with the requirements outlined in Table 83-7 of the Development Code. The purpose of this section of the Development Code is to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel, or public right-of-way. Demonstration of compliance will be required prior to issuance of a building permit.

The proposed buildings would be designed to be compatible with the surrounding mountain's visual character using architectural details that are similar to the surrounding structures. The proposed buildings would adhere to the 35ft height limit as well as the minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet. Given that the existing surrounding land use include other commercial uses such as restaurants, retail stores, and a fueling facility; the Proposed Project would not substantially degrade the existing visual character or quality of public views of the Project Site and its surroundings.

#### **Comment 4-6**

Closing comment for reasons why Project should not be approved.

#### **Response to Comment 4-6**

Closing comment; no response required.

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**Responses to Comment Letter #5**

## **COMMENT LETTER 5 – Email from Scott Seccombe, dated December 14, 2025**

### **Comment 5-1**

Introductory comment for opposition to the Project.

### **Response to Comment 5-1**

Introductory comment; no response required.

### **Comment 5-2**

Commenter expresses concern over suspected illegal grading, tree cutting, and asphalt work. Commenter also states that all of the boats, equipment, and other vehicles on the land have made the area very unattractive. Commenter opposes any noise, traffic, building, and tree cutting in what used to be a very quiet area.

### **Response to Comment 5-2**

The only construction work that has been done on the property has been under a permit to remove the buildings. Operations lasted 4 days and were done between 7 AM and 4 PM. The only trees that have been cut were dead trees marked as potential hazards by an arborist. No asphalt work has occurred on the site.

The Project would remove 2 buildings and add one (1) 10,974-square-foot (SF) building to be used for storage and include a 1,757-SF existing building to be used as an office. The Proposed Project would also add 7 parking spaces (including one handicap accessible space), and 101,151 SF of landscaping to the Project Site.

Construction of the Project would require the removal of seven trees ranging in size from 8” to 24” in diameter, all located on the east side of the Project Site. The Project is required to comply with San Bernardino County development Standards that require removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level to obtain a Tree Removal Permit (Development code § 88.01.050 Native Tree or Plant Removal Permits).

As stated on Page 62 of the Initial Study, the dominant noise source within the vicinity of the Project Site is from vehicles traveling on SR-18 which is directly adjacent of the Project Site. The section of SR-18 near the Project Site is listed as an existing Noise contour 70 CNEL.<sup>17</sup> The Proposed Project would be developed on the designated CG-SCp portion of the property, therefore the Proposed Project has a limit of 60 dB(A) from 7:00 a.m. - 10:00 p.m. Leq and 60 dB(A) from 10:00 p.m. - 7:00 a.m. Leq.<sup>18</sup>

Operations associated with the proposed use would be achieved with the use of a Dodge 1500, a Ford F250 and trailers moving on concrete. A comparison of typical sound levels is shown in

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<sup>17</sup> San Bernardino Countywide Plan. web maps HZ-7(A-C) Existing Noise Contour. January 05, 2025.

<sup>18</sup> San Bernardino County, Development Code § 83.01.080 Noise, Table 83-2, Noise Standards for Stationary Noise Sources

Figure 7 of the Initial Study. Noise generated by the on-site equipment and trucks will not lead to a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any Construction activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays are exempt from regulations included in the County Development Code § 83.01.080.

The Project is forecast to generate less than 110 daily trips, and therefore satisfies the County-established Vehicle Miles Travelled (VMT) screening criteria for project type screening. The Proposed Project may be presumed to result in a less than significant VMT impact. Additionally, the Project is anticipated to generate approximately 45 daily trips, including 3 trips during the AM peak hour and 4 trips during the PM peak hour. The project trips would result in minor increases in traffic on a State Highway, but impacts are anticipated to be less than significant.

As stated on Page 1 of the Initial Study, the Applicant is requesting approval of a Minor Use Permit to develop approximately 3.93 acres of a 5.88-acre parcel into a Personal Property Storage facility that will provide indoor boat storage. Outside boat storage will no longer be necessary upon approval of the Project.

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**Responses to Comment Letter #6**

## **COMMENT LETTER 6 – Email from Eli Rodriguez, dated December 18, 2025**

### **Comment 6-1**

Introductory comment for opposition to the Project.

### **Response to Comment 6-1**

Introductory comment; no response required.

### **Comment 6-2**

Commenter also expresses concern for visual impacts.

### **Response to Comment 6-2**

As stated on Pages 11 and 12 of the Initial Study, the surrounding land uses include restaurants, stores, a fueling facility and residences. The Proposed Project would be required to maintain the maximum structure height limit of 35 feet, as is allowed within the Mountain Region, Commercial Zone.<sup>19</sup> The proposed structures shall have a minimum setback of 15 feet to the front and side (street side), and a rear setback and side (interior) setback of 10 feet.<sup>20</sup>

Given that the existing surrounding land use include other commercial uses such as restaurants, retail stores, and a fueling facility and that Project approval includes Conditions of Approval that would include adherence to the County Development Code, the Proposed Project would not substantially degrade the existing visual character or quality of public views.

### **Comment 6-3**

Commenter opposes the construction of a large structure, stating it would be incompatible with the surrounding community. Commenter also expresses concern for visual impacts to neighbors and decrease of property value.

### **Response to Comment 6-3**

The storage of boats is one element of the project which is described as a personal property storage project that includes the use of one of the two existing structures on site as an office. As stated on page 56 of the Initial Study, the Project Site is located within an unincorporated area of the County and has a split Countywide Plan zoning of Multiple Residential (RM) and General Commercial-Sign Control Primary (CG-SCp). The Applicant intends to develop the designated CG-SCp portion of the property; the remainder of the property will remain undeveloped. The CG-SCp zoning district provides sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. A Personal Property Storage facility is an allowed use within the CG-SCp zoning district, subject to approval of a Minor Use Permit. Per the Development Code, a boat does not meet the definition of a recreational vehicle. A recreational vehicle is defined as, “A motor home travel trailer, truck camper or camping trailer, with or without self-propelled motive power,

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<sup>19</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

<sup>20</sup> San Bernardino County. Development Code. Accessed January 31, 2025.

designed for human habitation for recreational or emergency occupation, and that may be moved upon a public highway without a special permit or chauffeur's license or both without violating any provision of the California Vehicle Code.”

Refer to Response to Comment 6-2 above for response to visual impacts.  
Property values are not a subject of CEQA review.

#### **Comment 6-4**

Commenter states concern with removal of trees and vegetation, disruption to local wildlife and habitat, increase noise, traffic, light pollution, drainage, erosion and overall ecosystem health.

#### **Response to Comment 6-4**

As stated on Pages 52, 54, and 55 of the Initial Study, the Project Site is comprised of one (1) unique on-site drainage area. Onsite stormwater is collected in an underground storm drain system and conveyed to the onsite bioretention basin located in the southeast corner of the Project Site (see Figure 2 - Site Plan). The onsite basin has been designed as a bioretention basin to provide both stormwater treatment and flood control mitigation. The proposed storm drain system and bioretention basin are presented in Exhibit 2 of 3 in Appendix A of the Preliminary Drainage Study included herein as Appendix G. As described in Appendix G, development of the Project Site would result in an increase in developed flow rates. Modification to the flow paths and an on-site bio retention basin would be implemented to treat changes in existing drainage and capture the increase in flows (see Figure 5 – Existing Hydrologic Conditions and Figure 6 – Proposed Hydrologic Conditions). The Proposed Project would convey 14.41 cfs to the proposed new bio retention basin for water quality treatment and detention before discharging any flows exceeding the required design storm events via a proposed basin spillway leading to the historical drainage path. The bioretention basin design was engineered to mitigate the peak flow of 4.86 cfs, detain the design flood control volume of 8,535 cubic feet (CF) and treat the design capture volume of 5,900 CF. The resulting detention basin has a maximum capacity of 9,390 CF. The proposed bioretention basin was designed based on the San Bernadino County Drainage Basin Design Criteria Manual and has maximum design capacity of 9,390 CF.

With implementation of the stormwater capture system as described above, the Proposed Project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or impede or redirect flood flows.

As noted on Page 6 of the *Biological Resources Assessment and Jurisdictional Delineation for the Arrowbear Storage Project*, prepared January 2025 by Jennings Environmental, LLC, the Project Site is mapped within an area of low to less permeable for wildlife movement, according to the California Essential Habitat Connectivity Project. Wildlife within the mountains will largely use trees as a mode of transportation within the forest. The proposed Project is within an existing developed portion of the mountains. Additionally, the proposed Project, does not propose the development of a building over three stories tall. Therefore, the ability for wildlife to move across the Project site or within the Project vicinity will remain unobstructed. The Project site is also not

within or adjacent to a habitat conservation plan. Therefore, the proposed Project will have a less than significant impact on any current wildlife corridors or habitat conservation plans.

Construction of the Project would require the removal of approximately 10 trees ranging in size from 8” to 24” in diameter. Most of these trees are in the center of the property; four are along SR-18. The Project is required to comply with San Bernardino County development Standards that require removal of any native trees with a six inch or greater stem diameter or 19 inches in circumference measured four and one-half feet above natural grade level to obtain a Tree Removal Permit (Development code § 88.01.050 Native Tree or Plant Removal Permits).

The Project would add new sources of light but shall be subject to the San Bernardino County Development Code, Section 83.07.040(a) Glare and Outdoor Lighting – Mountain and Desert Regions. Permitted lighting for new construction, unless exempt, shall be shielded in compliance with the requirements outlined in Table 83-7 of the Development Code. The purpose of this section of the Development Code is to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel, or public right-of-way. Demonstration of compliance will be required prior to issuance of a building permit.

Erosion is addressed within the slope maintenance and protection recommendations noted on Pages 43 & 44 of the Update Report of *Geotechnical/Geologic Study, prepared August 2024 by Hilltop Geotechnical, Inc.*

As noted on Page 3 of the *Trip generation Analysis prepared by December 11, 2024 by Kittelson & Associates*, the facility is expected to generate a maximum of 45 trips per day, with up to 3 trips occurring during the AM peak hour and 4 trips during the PM peak hour. The trip generation is anticipated to be even less based on the owner’s planned operations and logistics of the site use.

As stated on Page 62 of the Initial Study, the dominant noise source within the vicinity of the Project Site is from vehicles traveling on SR-18 which is directly adjacent of the Project Site. The section of SR-18 near the Project Site is listed as an existing Noise contour 70 CNEL.<sup>21</sup> The Proposed Project would be developed on the designated CG-SCp portion of the property, therefore the Proposed Project has a limit of 60 dB(A) from 7:00 a.m. - 10:00 p.m. Leq and 60 dB(A) from 10:00 p.m. - 7:00 a.m. Leq.<sup>22</sup>

Operations associated with the proposed use would be achieved with the use of street legal trucks and trailers moving on concrete. A comparison of typical sound levels is shown in Figure 7. Noise generated by the on-site equipment and trucks will not lead to a substantial permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Any Construction activities between 7:00 a.m. and 7:00 p.m., except Sundays and Federal holidays are exempt from regulations included in the County Development Code § 83.01.080. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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<sup>21</sup> San Bernardino Countywide Plan. web maps HZ-7(A-C) Existing Noise Contour. January 05, 2025.

<sup>22</sup> San Bernardino County, Development Code § 83.01.080 Noise, Table 83-2, Noise Standards for Stationary Noise Sources

**Comment 6-5**

Commenter states that Arrowbear is not an industrial zone and the Project does not align with the character of the area.

**Response to Comment 6-5**

Refer to Response to Comment 6-3 above for response to zoning and compatibility.

**Comment 6-6**

Closing comment for reasons why Project should not be approved and requests more environmental review.

**Response to Comment 6-6**

The Project has been reviewed for environmental impacts under the Initial Study.

**Comment 6-7**

Closing comment for reasons why Project should not be approved.

**Response to Comment 6-7**

Closing comment; no response required.

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