

SAN BERNARDINO COUNTY INITIAL STUDY 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:

APPLICANT: ALEX RINGLE
APN: 0537-161-22-0000
PROPOSAL: CONDITIONAL USE PERMIT TO ESTABLISH
A 25,060 SQUARE FOOT GAS
STATION/CONVENIENCE STORE & FOOD
ESTABLISHMENT ON 5 ACRES.
COMMUNITY: YERMO/1ST SUPERVISORIAL DISTRICT
LOCATION: SOUTHEAST CORNER OF CALICO ROAD
AND CALICO BOULEVARD.
JCS/INDEX: P201300531
REP: PAUL BERGER & ASSOCIATES, INC.

USGS Quad: YERMO

T, R, Section: T9N R1W SEC. 1 NW ¼

Planning Area: YERMO

LUZD: CH

Overlays: BIOTIC RESOURCES OVERLAY

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Current Planning
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, CA 9

Contact person: Nina Shabazz, Associate Planner

Phone No: (760) 995-8153

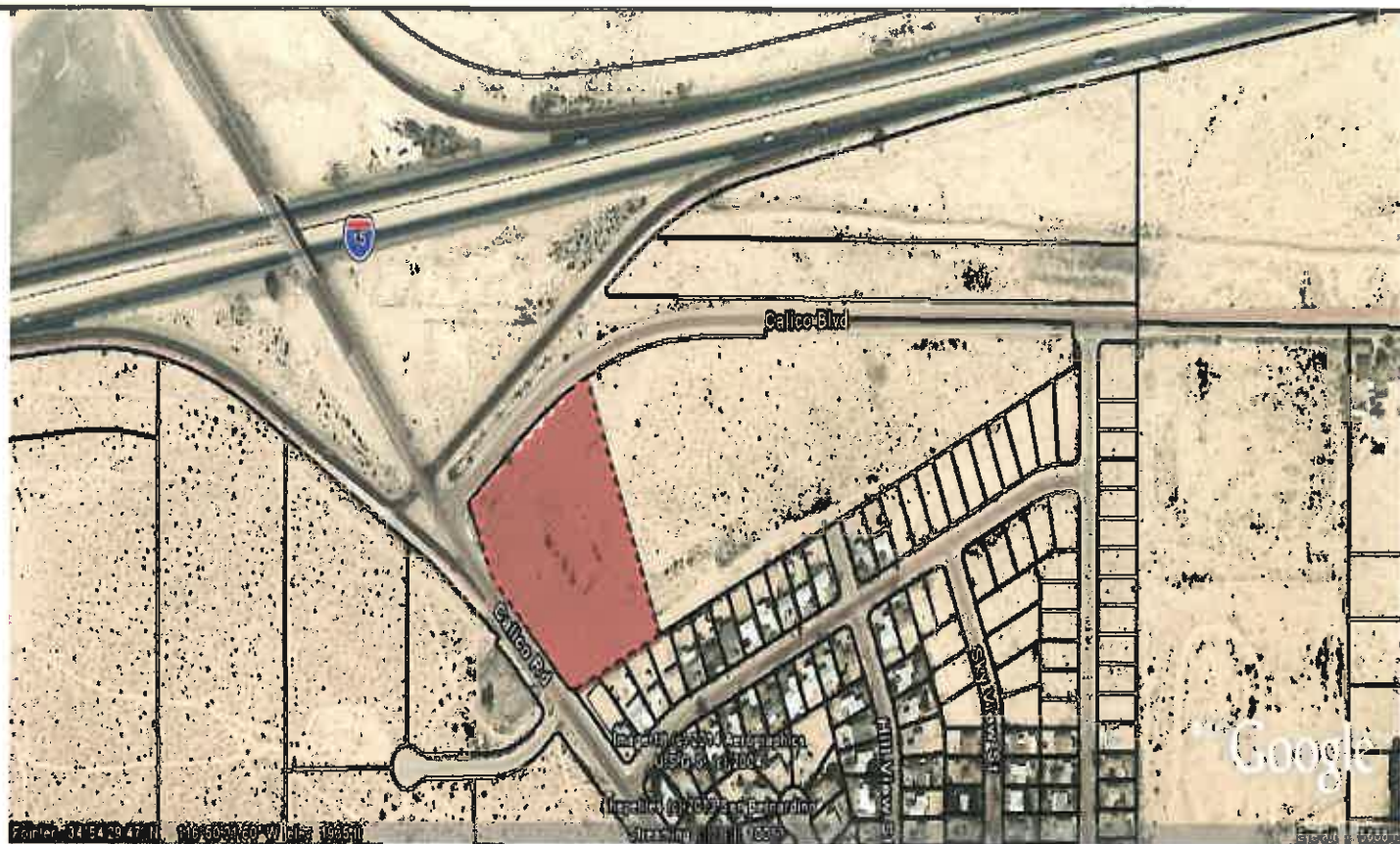
E-mail: nina.shabazz@lus.sbcounty.gov

Fax No: (760) 995-8170

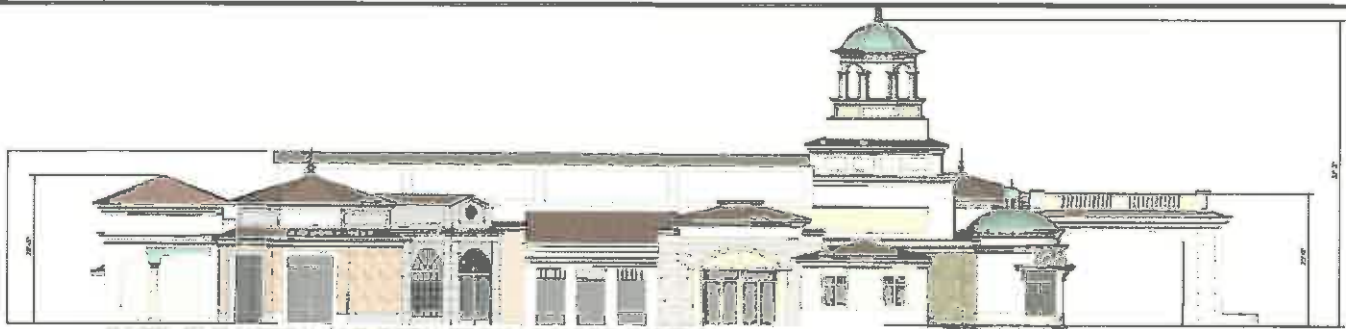
Project Sponsor: Alex Ringle
29354 Wagon Rd.
Agoura, CA 91301
Phone: (818) 521-3855

PROJECT DESCRIPTION:

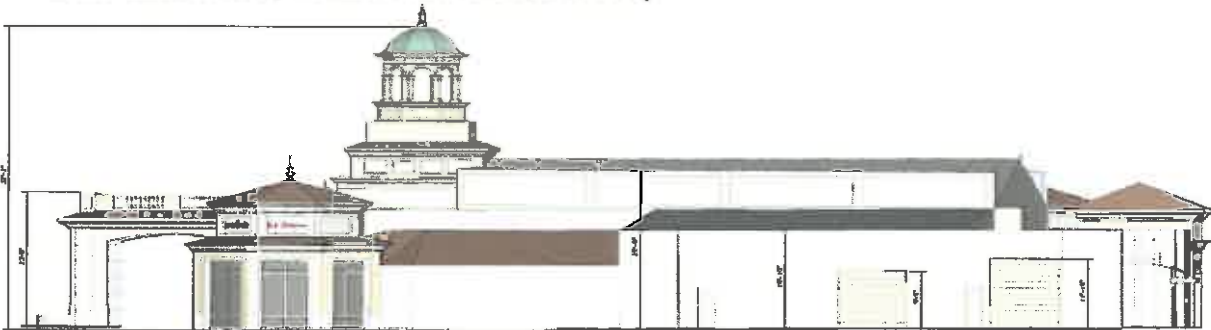
The proposed project is a Conditional Use Permit (CUP) to construct and operate a 25,060 square foot gas station with 32 fuel dispensing pumps/convenience store/restaurant establishment on 5 acres. The project site lies within the unincorporated portion of the County of San Bernardino, in the community of Yermo, and is located on the southeast corner of Calico Road and Calico Boulevard. Access to the project site comes directly from Calico Boulevard and Calico Road.



Aerial Photo of Site



EAST ELEVATION (AS SEEN FROM CALICO BLVD.)



WEST ELEVATION (AS SEEN FROM HOUSE TRACK TO THE WEST)



SOUTH ELEVATION (AS SEEN FROM CALICO ROAD)

Elevations

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

The project site is currently vacant. The County’s General Plan designates the project area as Highway Commercial (CH), as is the adjacent properties to the west of the project site. The property to the south is designated as Single Residential Living- minimum lot 10,000 (RS-10M). There was a previous gas station & restaurant on the project site, which was closed. The underground storage tanks were removed by San Bernardino County. An old, existing pole sign from the previous restaurant still remains erected on site. The parcels to the east, north and west are currently vacant. The topographic gradient of the property is generally flat. The site is regulated by the Biotic Resources Overlay. The project site has been previously graded. There are no protected species or protected plants and trees on the project site.

AREA	EXISTING LAND USE	LAND USE ZONING DISTRICT	OVERLAYS
Site	Vacant	Highway Commercial (CH)	Bio
North	Vacant	Rural Living-Minimum 5 acres (RL-5)	Bio
South	Single Family Residences	Single Family Residential-Minimum 10 thousand square feet (RS-10M)	Bio
East	Vacant	Single Family Residential-Rural Living (RL)	Bio
West	Vacant	Highway Commercial (CH)	Bio

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

Federal: Fish and Wildlife.

State of California: Regional Water Quality Control Board – Lahontan; California Department of Fish and Game; California Department of Transportation; Mojave Desert Air Quality Management District.

County of San Bernardino: Land Use Services – Code Enforcement, Building and Safety; Public Health - Environmental Health Services; Land Development Division – Roads/Drainage, Traffic, Surveyor; County Fire.

Local: Yermo CSD.

EVALUATION FORMAT

This initial study is prepared in compliance with the California Environmental Quality Act (CEQA) Guidelines. This format of the study is presented as follows. The project is evaluated based upon its effect on eighteen (18) 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. 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	Less than Significant	No Impact
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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. Therefore, no impacts are identified or anticipated and no mitigation measures are required.
2. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. 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 mitigation measures)
4. Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (Listing 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 would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION: (To be completed by the Lead Agency)

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

- The proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- The proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature: (prepared by) Nina Shabazz, Associate Planner



Date



Signature: Heidi Duron, Supervising Planner



Date

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- I a) **Less Than Significant.** The proposed project is not located within a designated Scenic Corridor and will not have a substantial adverse effect on a scenic vista, as there are none identified within the vicinity of the project site that would be affected by the proposed project. The project site lies within the unincorporated portion of the County of San Bernardino, in the Yermo community. The project is located on the southwest corner of Calico Road and Calico Boulevard. The project site is approximately 665 feet to the south of Interstate Highway 15. To ensure that the proposed development is an aesthetic enhancement to the area, the applicant shall submit exterior architectural elevations of the proposed development for review and approval by the Planning Division prior to issuance of building permits. Landscaping will also be required along Calico Road and Calico Boulevard.
- I b) **No Impact.** The proposed project will not substantially damage scenic resources, including, but not limited to rock outcroppings and historic buildings within a state scenic highway, because the site is not within a scenic corridor and there are no rock outcroppings or historic buildings on or adjacent to the project site. There is an existing single family residential development to the south of the project site. No protected plants or trees were identified on the project site when a biological survey was conducted.
- I c) **Less Than Significant.** The proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings because the project will enhance the existing visual character of the area with the proposed development. To ensure that the proposed development is an aesthetic enhancement to the area, the applicant shall be required to submit enhanced exterior architectural elevations of the proposed development for review and approval by the Planning Division prior to issuance of building permits. To further enhance the site, landscaping will also be required along Calico Road and Calico Boulevard.

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- I d) **Less Than Significant.** The proposed project will not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. Any lighting proposed on site will be conditioned to be hooded and down shielded as required by County Code to protect surrounding properties from any resultant glare.

The Project is not expected to create a substantial new source of light or glare. Lighting fixtures will be hooded and directed downward to avoid spillage on adjacent properties. Additionally, the Project will comply with San Bernardino County Ordinance No. 84.29.040 which regulates glare, outdoor lighting, and night sky protection. All lighting associated with the proposed Project will be subject to County approval and compliance with San Bernardino County requirements. As such, the Project will have less than significant impacts in terms of lighting.

The Project is unlikely to create a substantial source of sustained glare, though it may cause glare at various times of the day and under certain lighting conditions and from distinct viewing positions. Because the Project is low in height, and largely blends with the existing vegetation and structural components of this landscape, the majority of viewers are not expected to experience increased glare as a result of the Project. Motorists traveling up Interstate 15 will have direct views of the Project from this roadway. As such, the Project will have no impact on these viewers. The Project will comply with San Bernardino County Ordinance Standards 84.29.040 and the proposed Project will have less than significant impacts in terms of light and glare. Resultantly, no cumulatively considerable impacts are expected.

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

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

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- II a) **No Impact.** The subject property is not identified or designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. There are no agricultural uses on the site currently.
- II b) **No Impact.** The subject property is designated as Highway Commercial (CH). The site is vacant and is not used for agricultural uses. The proposed use does not conflict with any agricultural land use or Williamson Act land conservation contract.
- II c) **No Impact** The subject property is designated as Highway Commercial (CH). The proposed use does not involve other changes in the existing environment that, due to their location or nature, could result in conversion of Prime Farmland, to a non-agricultural use. The proposed Project would not 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 proposed Project area is currently vacant land, and is not designated as forest land or timberland. No rezoning of the project site would be required as the proposed Project is compatible with the current zoning designation, with a Conditional Use Permit (CUP).
- II d) **No Impact.** The proposed Project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed Project area is currently vacant land and has never been designated as forest land or timberland.
- II e) **No Impact.** The proposed Project will not involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a non-agricultural use because the proposed site is not classified as Farmland and is not used for agricultural purposes.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

LSA Associates conducted an air quality analysis in July 2014 to provide a discussion and determination of what impacts the project would have on the air quality and environment. The report provided data on existing air quality, evaluated potential air quality impacts associated with the proposed project and identifies mitigation measures recommended for potentially significant impacts.

III a) **Less Than Significant.** An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a city, county, or region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the MDAQMD, the pollutants emitted from the project should not exceed the MDAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on the local General Plan, projects that are deemed consistent

with the General Plan are found to be consistent with the AQMP. The proposed project consists of the construction of a travel plaza to accommodate the travelers in the project vicinity on Interstate 15 and is not a growth-inducing project. Since designations are consistent with the current General Plan, implementation of the project will not require any amendments to the County's zoning designations for the project site. Therefore, the proposed project would be within the County's General Plan projection. The proposed project is consistent with the adopted MDAQMD AQMP.

- III b) **Less Than Significant with Mitigation Incorporated.** The project will not violate any air quality standard but will contribute to the existing nonattainment status. Therefore, the proposed project would exacerbate nonattainment of air quality standards within the Basin and contribute to adverse cumulative air quality impacts. Resultantly, Mitigation Measures will be proposed to keep air quality impacts to a less than significant level of impacts. The site will be paved and landscaped resulting in little or no wind-blown dust or particulate matter. Additional paving on Calico Boulevard and Calico Road will be required, and will thus reduce potential for wind-blown dust and particulate matter. Further, a dust control plan will be required as a mitigation measure to regulate construction activities that could create wind-blown dust. The Project will also comply with MDAQMD Rule 403 which requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. The "developer" shall submit for review and obtain approval to San Bernardino County Planning a signed letter agreeing to include as a condition of all construction contracts/subcontracts requirements to reduce impacts to GHG and submitting documentation of compliance. The applicant must also contact MDAQMD for required permitting. **See Mitigation Measure III a (1-2)**
- III c) **Less Than Significant.** The project would contribute criteria pollutants to the area during temporary project construction. A number of individual projects in the area may be under construction simultaneously with the proposed project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants. This would be a contribution to short-term cumulative air quality impacts. Currently, the Basin is in nonattainment for PM10, PM2.5, and O3. Construction of the proposed project, in conjunction with other planned developments within the cumulative study area, would contribute to the existing nonattainment status the proposed project but will not result in any significant air quality impacts as defined by the SCAQMD and CEQA. The air quality study recognizes that the project will contribute to the basin's cumulative impacts; however, the proposed use(s) do not exceed thresholds of concern as established by the Air Quality Management District.
- III d) **Less Than Significant.** According to the Mojave Desert Air Quality Management District, residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptors land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor must not expose sensitive receptors to substantial pollutant concentrations:
- 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 project will not expose sensitive receptors to **substantial** pollutant concentrations, because the project will not contribute to substantial pollutant concentrations. This site is located within **60 feet** of a use considered a sensitive receptor. The closest sensitive receptor is a residential development directly abutting south of the project site on Calico Road. Yermo Elementary School is 1/2 of a mile from the proposed project site. Residences in the project area may be exposed to short-term construction air quality impacts associated with construction exhaust emissions generated from construction equipment, vegetation clearing, construction workers' commute, and construction material hauling during the construction period. The proposed uses are not anticipated to substantially expose sensitive receptors to pollutant concentrations and therefore will have less than a significant impact.

- III e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc). Potential odor generation associated with the proposed. Project will be limited to construction sources such as diesel exhaust and dust but these will be temporary and not be substantial. The proposed use is a 25,060 square foot gas station, restaurant, candy & ice cream shop within an enclosed building. The project will not create odors affecting a substantial number of people because there are no identified potential uses that will result in the production of objectionable odors.

Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as conditions of project approval to reduce any impacts to a level below significance:

[Mitigation Measure III a 1-2]

III a-1

A. Dust Control Plan: The developer shall submit a MDAQMD approved Dust Control Plan (DCP) to County Planning consistent with MDAQMD guidelines. The DCP shall contain proposed actions to reduce on-site and off-site dust production. This measure shall be implemented to the satisfaction of County Planning. Such activities shall include, but are not limited to, the following:

- Throughout grading and construction activities, exposed soil shall be kept moist through a minimum of twice daily watering to reduce fugitive dust.
- Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving dirt or bringing construction materials. Site access driveways and adjacent streets will be washed if there are visible signs of any dirt track-out at the conclusion of any workday.
- All trucks hauling dirt away from the site shall be covered to prevent the generation of fugitive dust.

-
- During high wind conditions (i.e., wind speeds exceeding 25 mph) areas with disturbed soil will be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.
 - Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder or covered with plastic or re-vegetated until placed in use.
 - Tires of vehicles will be washed before the vehicle leaves the project site and enters a paved road.
 - Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.

B. The Construction Contractor should select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor should ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications. In addition, all trucks should not idle continuously for more than 5 minutes at any one time.

C. The Construction Contractor should utilize electric or alternative fuel powered equipment in lieu of gasoline- or diesel-powered engines where feasible.

D. The Construction Contractor should ensure that construction grading plans include a statement that work crews will shut off equipment not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.

E. The Construction Contractor should time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson should be retained to maintain safety adjacent to existing roadways.

F. The Construction Contractor should support and encourage ridesharing and transit incentives for the construction crew.

G. To the extent practicable use required coatings and solvents with a volatile organic compounds (VOC) content lower than required under Rule 1113, or no VOC paints and architectural coatings should be employed. A list of low/no VOC paints is provided at the following MDAQMD website: www.aqmd.gov/prdas/brochures/paintguide.html. All paints shall be applied using either high volume, low pressure (HVLP) spray equipment or by hand application. Correlating notations shall appear on the project construction plans and construction documents.

III a-2

MDAQMD-Permitting. Mojave Desert Air Quality Management District (MDAQMD will be contacted for the following:

The Mojave Desert Air Quality Management District (MDAQMD) requires the developer/applicant to obtain MDAQMD permits for any miscellaneous process equipment

that may not be exempt under MDAQMD Rule 219:

- **Equipment with a capacity of more than 793 gallons used exclusively for the storage and transfer of any oil that has been used for its intended purpose and subsequently designated for disposal or recycling.**
- **Equipment used exclusively for the storage and transfer of gasoline having a storage capacity of more than 250 gallons.**
- **Certain unheated, non-conveyorized, non-agitated solvent rinsing containers and unheated non-conveyorized coating dip tanks.**

The applicant/developer must submit the applicable permit application(s) and associated permit fee(s) to MDAQMD.

Implementation of the above mitigation measures shall reduce potential air quality impacts to below a level of significance.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
IV. BIOLOGICAL RESOURCES - Would the project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input 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): Desert Tortoise & Burrowing Owl

In February 2014, Randall C. Arnold, (RCA) Associates conducted a reconnaissance level survey on the property to evaluate the existing biological conditions and to determine if any sensitive species or sensitive and protected habitats were present on the site.

IV a) **Less Than Significant.** The project site is located within a biological overlay for Desert Tortoise & Burrowing Owl. The site is adjacent to two roads, Calico Road and Calico

Boulevard. There is commercial development to the north of the project site. The site has been previously graded, thus the site is completely disturbed and does not support suitable habitat for Desert Tortoise or Burrowing Owl or any other sensitive species.

The evaluation specifically sought to determine the presence of Desert Tortoises (*Gopherus agasizii*) and Burrowing Owls. Transects were walked throughout the site on February 19, 2014 from about 0630 to 1030 hours during which data was collected on the vegetation and wildlife present on the property. The property was previously developed which resulted in the removal of most native vegetation. During the field investigations, no burrowing owls were observed on the site or in adjacent areas. In addition no owl sign such as suitable burrows (i.e. "occupiable"), owl castings, or whitewash were noted. Given the absence of any suitable burrows, burrowing owls are not expected to occur on the site in the near future.

To support the conclusion for the presence of Desert Tortoises, a review of the California Natural Diversity Data Base (CNDDDB, 2014) was conducted and according to the CNDDDB site, desert tortoises have been observed within 5 miles of the site. Although the site does occur within the known distribution of the tortoises, the site does not support suitable habitat for the species due to past development activities. Therefore, based on the results of the field investigations, the site does not support any tortoises and no additional surveys or mitigation measures are recommended at this time.

- IV b) **No Impact.** This project will not 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 Game or US Fish and Wildlife Service. No riparian habitat or protected wetlands exist on or near the site.
- IV c) **No Impact.** This project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland. No riparian habitat or protected wetlands exist on or near the site.
- IV d) **Less Than Significant.** This project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, because there are no such corridors or nursery sites within or near the project site.
- IV e) **Less Than Significant.** This project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance because the project site has been graded previously. Thus, there are no protected species or protected plants and trees on the project site.
- IV f) **No Impact.** This project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
V. CULTURAL RESOURCES - Would the project				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

- V a) **Less Than Significant.** This project will not cause a substantial adverse change in the significance of a historical resource, because there are no such resources identified on the site. To further reduce the potential for impacts, a condition shall be added to the project that requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- V b) **Less Than Significant.** This project will not cause a substantial adverse change to an archaeological resource because there are no such resources identified on the site. To further reduce the potential for impacts, a condition shall be added to the project that requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- V c) **Less Than Significant.** This project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site. To further reduce the potential for impacts, a condition shall be added to the project that requires the developer to contact the County Museum for determination of appropriate mitigation measures, if any finds are made during project construction.
- V d) **Less Than Significant.** This project will not disturb any human remains, including those interred outside of formal cemeteries, because no such burial grounds have been identified to exist in the project site. If any human remains are discovered during construction of this project, the developer is required to contact the County Coroner and County Museum for determination of appropriate mitigation measures. A Native America representative shall also be contacted, if remains are determined to be of Native American origin.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
VI. GEOLOGY AND SOILS - Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001) creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
SUBSTANTIATION (Check <input type="checkbox"/> if project is located in the Geologic Hazards Overlay District):				

-
- VI a) **Less Than Significant.** The project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving; i) rupture of a known earthquake fault, ii) strong seismic ground shaking, iii) Seismic-related ground failure, including liquefaction or iv) Landslides, because there are no such geologic hazards identified in the immediate vicinity of the project site. The project shall be reviewed and approved by County Building and Safety with appropriate seismic standards implemented in the construction of the project to insure that structures can endure a seismic event.
- VI b) **Less Than Significant.** The project will not result in substantial soil erosion or the loss of topsoil because the site will be paved and landscaped. Erosion control plans must be submitted, approved, and implemented.
- VI c) **Less Than Significant.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse.
- VI d) **Less Than Significant.** The project site is not located on expansive soil, as defined in Table 18-1-B of the California Building Code (2001) creating substantial risks to life or property.
- VI e) **Less Than Significant.** The method of sewage disposal shall be by a proposed onsite wastewater treatment facility. Approvals from County Environmental Health Services are required.

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

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

VII GREENHOUSE GAS EMISSIONS - Would the project:

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

SUBSTANTIATION:

- a) **Less than Significant Impact with Mitigation Incorporated.** The County's Greenhouse Gas Emissions Reduction Plan (GHG Plan) was adopted on December 6, 2011 and became effective on January 6, 2012. The GHG Plan establishes a GHG emissions reduction target for the year 2020 that is 15 percent below 2007 emissions. The plan is consistent with AB 32 and sets the County on a path to achieve more substantial long-term reduction in the post-2020 period. Achieving this level of emissions will ensure that the contribution to greenhouse gas emissions from activities covered by the GHG Plan will not be cumulatively considerable.

GHG emissions associated with the project would occur over the short term from construction activities and would consist primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and stationary-source emissions, such as natural gas used for heating and electricity usage for lighting. Preliminary guidance from OPR and recent letters from the Attorney General critical of CEQA documents that have taken different approaches indicate that lead agencies should calculate, or estimate, emissions from vehicular traffic, energy consumption, water conveyance and treatment, waste generation, and construction activities. GHG emissions generated by the proposed project would predominantly consist of CO2. In comparison to criteria air pollutants such as O3 and PM10, CO2 emissions persist in the atmosphere for a substantially longer period of time. While emissions of other GHGs, such as CH4, are important with respect to GCC, emission levels of other GHGs are less dependent on the land use and circulation patterns associated with the proposed land use development project than are levels of CO2.

Construction activities produce combustion emissions from various sources, such as site grading, utility engines, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, asphalt paving, and motor vehicles transporting the construction crew. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

Emissions during project construction would not exceed any criteria pollutant threshold established by the Mojave Desert Air Quality Management District (MDAQMD). Compliance with MDAQMD Rules and Regulations during construction will reduce construction-related air quality impacts from fugitive dust emissions and construction equipment emissions. Standard dust suppression measures have been identified for short-term construction to meet the MDAQMD emissions thresholds. The project construction emissions, with proposed mitigation measures would be less than significant.

The potential of the project to affect global climate change (GCC) is also included. Short-term construction and long-term operational emissions of the principal greenhouse gases (GHGs), including carbon dioxide (CO₂) and methane (CH₄), are quantified, and their significance relative to Assembly Bill (AB) 32 is discussed. The proposed project will not exceed any proposed GHG emissions thresholds or conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Table 5.I: Project Compliance with Greenhouse Gas Emission Reduction Strategies

Strategy	Project Compliance
<p>Regional Transportation-Related Greenhouse Gas Targets. Develop regional GHG emissions reduction targets for passenger vehicles. Local governments will play a significant role in the regional planning process to reach passenger vehicle GHG emissions reduction targets. Local governments have the ability to directly influence both the siting and design of new residential and commercial developments in a way that reduces GHGs associated with vehicle travel.</p>	<p>Compliant. Specific regional emission targets for transportation emissions do not directly apply to this project; regional GHG reduction target development is outside the scope of this project. The project will comply with any plans developed by the County of San Bernardino.</p>
<p>Measures to Reduce High-GWP Gases. The ARB has identified Discrete Early Action measures to reduce GHG emissions from the refrigerants used in car air conditioners, semiconductor manufacturing, and consumer products. The ARB has also identified potential reduction opportunities for future commercial and industrial refrigeration, changing the refrigerants used in auto air conditioning systems, and ensuring that existing car air conditioning systems do not leak</p>	<p>Compliant. New products used or serviced on the project site (after implementation of the reduction of GHGs) would comply with ARB rules and regulations in place at the time of building permit issuance.</p>

Table 5.J: Long-Term Operational Greenhouse Gas Emissions

Source	Pollutant Emissions, MT/year					
	Bio- CO ₂	NBio- CO ₂	Total CO ₂	CH ₄	N ₂ O	CO ₂ e
Construction emissions amortized over 30 years	0	8.8	8.8	0.0017	0	8.8
Operational Emissions						
Area Sources	0	0.0032	0.0032	0.00001	0	0.0034
Energy Sources	0	260	260	0.0097	0.0031	260
Mobile Sources	0	1,200	1,200	0.06	0	1,200
Waste Sources	12	0	12	0.69	0	26
Water Usage	0.59	7.9	8.4	0.061	0.0015	10
Total Project Emissions	13	1,500	1,500	0.82	0.0046	1,500

As shown in Table 5.J, the project will produce 1,500 MT of CO₂e/yr, which is 0.0015 MMTCO₂e/yr. For comparison, the existing emissions from the entire SCAG region are estimated to be approximately 176.79 MMTCO₂e/yr, and the existing emissions for the entire State are estimated at approximately 496.95 MMTCO₂e/yr.

Mobile sources (vehicle trips and associated miles traveled) are the largest source of GHG emissions in California and represent approximately 38 percent of annual CO₂ emissions generated in the State. Like most land use development projects, VMT is the most direct indicator of CO₂ emissions from the proposed project, and associated CO₂ emissions function as the best indicator of total GHG emissions. Pollutant emissions from project operation would not exceed any of the MDAQMD thresholds for criteria pollutants. Therefore, project related, long term, regional, air quality impacts would be less than significant. The project will not generate additional VMT as it will serve the general traveling public already traveling via Interstate 15 and the surrounding residences. In addition, the 50-60 jobs that will be created will be able to pull from existing unemployed or underemployed residents in the surrounding community and will not generate additional traffic to the site from areas outside of the immediate community.

The proposed project is consistent with the County's General Plan and Zoning Designations, which are consistent with the Southern California Association of Governments (SCAG) Regional Comprehensive Plan (RCP) Guidelines and the MDAQMD Air Quality Management Plan (AQMP). However, mitigation measures have been identified to further reduce potential impacts.

b) **Less Than Significant.** The project proposes a travel stop that includes a gas station with 32 fueling positions and a 25,060 square foot (sf) building housing a convenience store and fast casual type restaurant and does not expect to exceed the thresholds established by Mohave Desert Air Quality Management District and therefore will not conflict with the *County of San Bernardino Greenhouse Gas Emissions Reduction Plan (GHG Plan)*.

To further reduce the potential significant impacts to below levels of significance, the following construction and operational Mitigation Measures are recommended:

VII a.

GHG – Construction & Operation Mitigation Measures. To ensure reductions below the expected “Business As Usual” (BAU) scenario, the project will implement a variety of measures that will reduce its greenhouse gas (GHG) emissions. To the extent feasible, and to the satisfaction of the County of San Bernardino (County).

A. The following additional dust suppression measures in the Mojave Desert Air Quality Management District (MDAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook are included to further reduce the project's emissions:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 m (2 ft) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Pave construction access roads at least 30 m (100 ft) onto the site from the main road.
- Re-vegetate disturbed areas as quickly as possible.
- Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).
- Sweep all streets once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site.
- Pave, water, or chemically stabilize all on-site roads as soon as feasible.

Operational Mitigation Measures:

A. Prohibit all diesel trucks from idling in excess of 5 minutes while on the project site.

B. Restrict overnight parking in and adjacent to project site.

C. Require all travel center facilities to operate the cleanest vehicles available.

	Potentially Significant Impact	Less than Significant with Mitigation Incorpor.	Less than Significant	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
a) Create a significant hazard to the public or the Environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- VIII a) **Less Than Significant.** The project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, because all such uses, including the fuel dispensing, that are proposed on-site will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department and in some instances additional land use review.
- VIII b) **Less Than Significant.** The project will not 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, because any proposed use or construction activity that might use hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department.
- VIII c) **Less Than Significant.** The project will emit hazardous emissions and handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing residential area and existing school. The closest sensitive receptor is Yermo Elementary School located at 38280 Gleason Street, Yermo, CA 92398, a single family residential development abutting project site to the south & Yermo High School is eight-tenths of a mile from the proposed project site. The project has been reviewed by San Bernardino County Hazardous Materials Division and will be conditioned to follow all safety protocols and comply with Hazardous Materials regulations. Therefore, impacts are considered to be less than significant.
- VIII d) **Less Than Significant.** The project site is not included on the San Bernardino County list of hazardous materials sites compiled pursuant to Government Code 65962.5 and will not create a significant hazard to the public or environment. Furthermore, On September 9, 2014, Babcock Laboratories Inc. conducted an analysis of soils samples provided by Paul Berger of Paul Berger & Associates to determine if there was any contamination in the soil from the site's previous use as a gas station. Four samples were provided from various areas of the site and from the preliminary phase I assessment, no contaminants were detected at the proposed project site.
- VIII e) **Less Than Significant.** The project site is not within the vicinity or approach/departure flight path of a public airport. The closest public airport is the Barstow Daggett County Airport, located 39500 National Trails Hwy. Daggett, CA 92327 and is approximately 3.67 miles from the project site. This airport is used for general aviation (51%) and military (49%).
- VIII f) **Less Than Significant.** The closest private airstrip is Harvard Airport, located in Yermo, CA 92345 and is approximately 10 miles from the project site. The project site is not within the vicinity or approach/departure flight path of this airport.
- VIII g) **Less Than Significant.** The project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions.

VIII h) **Less Than Significant.** Prior to any construction occurring on any parcel, the applicant shall contact the County Fire Department for verification of current fire protection requirements. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
IX. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level, which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner that would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structure, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- j) Inundation by seiche, tsunami, or mudflow?

SUBSTANTIATION

- IX a) **Less Than Significant.** The project proposes an onsite wastewater treatment facility. The project will not violate any water quality standards or waste discharge requirements because the project is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.
- IX b) **Less Than Significant.** The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources, as Yermo CSD has given assurance that it has adequate water service capacity to serve the project demand, in addition to the provider's existing commitments.
- IX c) **Less Than Significant.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in substantial erosion or siltation on- or off-site. The project does not propose any alteration to a drainage pattern, stream or river and the project is required to submit and implement an erosion control plan.
- IX d) **Less Than Significant.** The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The project does not propose any alteration to a drainage pattern, stream or river. County Land Use Services, Land Development Division has reviewed the proposed project drainage and all necessary drainage improvements both on and off site have been required as conditions of the project.
- IX e) **Less Than Significant.** The project will not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, because County Land Use Services, Land Development Division has reviewed the proposed project drainage and has determined that the proposed systems are adequate to handle anticipated flows. There will be adequate capacity in the local and regional drainage systems, so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of stormwater flows originating from or altered by the project.
- IX f) **Less Than Significant.** The project will not otherwise substantially degrade water quality, because appropriate measures relating to water quality protection, including erosion control measures are required.
- IX g) **No Impact.** The project will not place unprotected housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, because the project has been reviewed by County Land Development Division and the project does not propose any housing.

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- IX h) **No Impact.** The project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows.
 - IX i) **No Impact.** The project site is not within any locally identified Flood Plain, so will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
 - IX j) **No impact.** The project will not be impacted by inundation by seiche, tsunami, or mudflow, because the project is not adjacent to any body of water that has the potential of seiche or tsunami nor is the project site in the path of any potential mudflow.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
X. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- X a) **No Impact.** The project will not physically divide an established community, because the project is a logical and orderly extension of the planned land uses and development that are established within the surrounding area. The proposed development conforms to the Highway Commercial (CH) Land Use Zoning District, which allows the various uses proposed as part of this project, including a convenience store, fuel dispensing, and food services. The resultant commercial parcel when finalized will be approximately 5 acres.
- X b) **No Impact.** The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect because the project is consistent with all applicable land use policies and regulations of the County Code, the General Plan, and the Yermo community. The project complies with all hazard protection, resource preservation and land use modifying Overlay District regulations.
- X c) **No Impact.** The project will not conflict with any applicable habitat conservation plan or natural community conservation plan, because there is no habitat conservation plan or natural community conservation plan within the area surrounding the project site and no habitat conservation lands are required to be purchase as mitigation for the proposed project.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XI. MINERAL RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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): Mineral Resource Zone 4 (MRZ-4)

XI a) **Less Than Significant.** The project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, because there are no identified important mineral resources on the project site. MRZ-4 is a mineral deposit not known to exist. There is no history of mineral occurrence on the site but does not rule out the possibility.

XI b) **Less Than Significant.** The project will not 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, because there are no identified locally important mineral resources on the project site. MRZ-4 is a mineral deposit not known to exist. There is no history of mineral occurrence on the site but does not rule out the possibility.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XII. NOISE - Would the project:				
a) Exposure of persons to or generation of noise levels 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) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project 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"/>
f) For a project within the vicinity of a private airstrip, 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 General Plan Noise Element):

LSA Associates conducted a noise impact analysis in May 2014 to provide a discussion and determination the potential impacts the project would have on the surrounding environment. This report is intended to satisfy County requirements for a project-specific noise impact analysis by examining the short-term and long-term noise impacts on and adjacent to the project site, by evaluating the effectiveness of noise control measures incorporated as part of the project design, and by proposing additional mitigation to reduce noise impacts.

XII a) **Less Than Significant.** County Environmental Health Services has required a preliminary acoustical checklist be prepared to evaluate noise and verify compliance with established

standards. The project will not expose persons to or generate noise levels in excess of standards established in the San Bernardino County General Plan or noise ordinance because the project is required to comply with the noise standards of the County Development Code, section 83.01.080 and no noise exceeding these standards is anticipated to be generated by the proposed uses.

Overview of the Existing Ambient Noise Environment

Ambient or background noise levels are typically a composite of sounds from many sources located both near and far, without any particular sound being dominant. The primary existing noise sources in the project area are transportation facilities. Traffic on the I-15 Freeway, Calico Boulevard, Calico Road, Telstar Court, and Grand View Avenue contribute to the ambient noise levels in the project vicinity. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust system. Wildlife such as birds also contributes a small portion of the ambient noise to the project area. The dominant noise sources for the residences located to the south of the project site are the vehicles on Calico Road. Therefore, impacts are considered less than significant.

- XII b) **Less Than Significant.** The project will not create exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels, because the project is required to comply with the vibration standards of the County Development Code, section 83.01.090 and no vibration exceeding these standards is anticipated to be generated by the proposed uses.
- XII c) **Less Than Significant.** The project will not generate a substantial permanent increase in ambient noise levels in the project vicinity above levels existing or allowed without the project, because the project is required to comply with the noise standards of the County Development Code and no noise exceeding these standards is anticipated to be generated by the project.

Sensitive receptors are usually the most affected by ambient noise levels. Sensitive receptors include residences, schools, hospitals, and similar uses sensitive to noise. The nearest residences to the south are adjacent to the proposed project's southern property line, approximately 60 feet from the proposed southernmost parking areas, and the residential structures are 120 feet from the nearest parking areas and 360 feet from the potential loading/unloading areas in front of the proposed onsite stores. The sensitive receptors to the south would be exposed to noise generated during construction and operation of the project but as stated in the previous paragraph, the noises will not exceed standards allowed by the County of San Bernardino Development code and therefore will be less than significant.

- XII d) **Less Than Significant.** During construction of the project, noise generated may increase the existing ambient noise levels periodically. Once completed, the project will not generate a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Adherence with the noise standards of the County Development Code is a condition of approval. In addition, to keep the noise level below levels of significance to sensitive receptors, the project will be conditioned to provide a sound attenuation wall.
- XII e) **No Impact.** The project is not located within an airport land use plan area or within two

miles of a public/public use airport. The closest public airport is the Barstow Daggett County Airport, located 39500 National Trails Hwy. Daggett, CA 92327 and is approximately 3.67 miles from the project site. This airport is used general aviation (51%) and military (49%)

- XII f) **No Impact.** The closest private airstrip is Harvard Airport, located in Yermo, CA 92345 and is approximately 10 miles from the project site. The project site is not within the vicinity or approach/departure flight path of this airport.

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

SUBSTANTIATION

- XIII a) **Less Than Significant.** The development project will not induce substantial population growth in the area either directly or indirectly. The project will serve the existing population in the area and the traveling public. Jobs created would most likely be absorbed by the employment needs of the existing residents of the Yermo community. The proposed convenience store, fuel dispensing, and restaurant will provide food, fuel, and convenience services to the surrounding community and traveling public.
- XIII b) **No Impact.** The proposed uses will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing because no housing units are proposed to be demolished as a result of this proposal. The proposed convenience store, fuel dispensing, and restaurant will provide food, fuel, and convenience services to the surrounding community and travelers on the I-15 freeway.
- XIII c) **No Impact.** The proposed uses will not displace substantial numbers of people necessitating the construction of replacement housing elsewhere, because the project will not displace any existing housing or existing residents. The proposed convenience store, fuel dispensing, and restaurant will provide food, fuel, and convenience services to the surrounding community and the traveling public.

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

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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XIV. PUBLIC SERVICES

- 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 checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

XIV a) **Less Than Significant.** The proposed project will not 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, including fire and police protection, schools, parks or other public facilities. A convenience store, fuel dispensing, and restaurant services will be provided by this project. Construction of the project will increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

- XV a) **No Impact.** This project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The project will not generate any new residential units and the impacts generated by the employees of this project will be minimal. Its purpose is to serve the needs of the existing residents of the area and persons traveling through the Yermo community on Interstate 15.
- XV b) **No Impact.** This project does not include on-site recreational facilities. It will not require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, because the type of project proposed will not result in an increased demand for recreational facilities.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVI. TRANSPORTATION/TRAFFIC - Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and greenways, pedestrian and bicycle paths, and mass transit.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

In August 2014, LSA Associates conducted a traffic study to assess the potential circulation impacts associated with the proposed project, located in the Yermo area of San Bernardino County. The traffic study looked at the project's impact on traffic conditions, circulation and level of service under existing conditions without the project, the opening year of the project and the impacts in 20 years at the year 2035.

XV a,b) **Less Than Significant Impact.** The project will not exceed, either individually or cumulatively, a level of service [LOS] standard established by the county congestion

management agency for designated roads or highways, because County Land Development Division – Traffic Division has reviewed the traffic generation of the proposed project and anticipates that traffic service will remain at LOS of “C” or better, as required by the County General Plan. Prior to issuance of building permits for the project, the applicant shall design as part of the street improvement plans, a raised median along Calico Road to restrict left-turn movements at the projects northerly driveway. In addition, the project will be conditioned to design as part of the street improvement plans a 100’ southbound left-turn pocket on Calico Road at the southern project driveway. The left-turn pocket, bay taper and approach taper shall be designed in accordance with the Caltrans Highway Design Manual (latest edition) and the California MUTCD (latest edition).

The Traffic Study broke the study areas into subsections such as Intersections, Freeway impacts, Site Access Analysis & Queuing Analysis:

Intersections.

Under existing, opening year, and year 2035 conditions, all study intersections operate or are projected to operate at satisfactory levels of service without and with the proposed project.

Freeways.

Consideration is given that there are current deficiencies with level of service and therefore it should be considered that the project would add to the existing deficiencies on I-15. These freeway segments are already operating at unsatisfactory levels of service in the no project condition; thus, the increase in delay would be considered a cumulative impact and not a direct result of the project. There are currently no improvements planned at these facilities. Additionally, no Caltrans funding programs are available for the project applicant to contribute fair-share funding toward freeway improvements although the County may collect a fair share contribution if needed.

Site Access Analysis.

Intersection stopping site distance was analyzed to determine the safety of driveway ingress and egress movements at the proposed driveways at Calico Road/Driveway 1, Calico Road/Driveway 2, and Driveway 3/Calico Boulevard. Based on the Caltrans Highway Design Manual Table 201.1, the minimum stopping distance is the distance required by the driver to bring the vehicle to a stop after an object on the road becomes visible. Calico Road has a design speed of 50 miles per hour with a minimum stopping distance of 430 feet and Calico Boulevard has a design speed of 25 miles per hour with a minimum stopping distance of 150 feet. All project driveways

are at 90-degree angles to their adjacent streets with level ground (no rolling hills or signs). Based on the location of the driveways, there is sufficient stopping distance at all driveways.

Queuing Analysis.

A queuing analysis on Calico Road was conducted at Calico Road/I-15 Northbound Ramps (eastbound left-turn/through/right-turn), Calico Road/I-15 Northbound Off-Ramp (eastbound rightturn), and Calico Road/Driveway 2 (southbound left-turn) to determine the sufficiency of the storage lengths at each location. The study summarizes the queuing analysis and shows the maximum vehicle queue length at any location is one vehicle; and has determined that there is adequate storage length available for each location.

XVI c) **No Impact.** The project will not result in a change in air traffic patterns, including either an

increase in traffic levels or a change in location that results in substantial safety risks, because there are no airports in the vicinity of the project and there is no anticipated notable impact on air traffic volumes by passengers or freight generated by the proposed uses and no new air traffic facilities are proposed.

- XVI d) **No Impact.** The project will not substantially increase hazards due to a design feature or incompatible uses, because the project site is adjacent to an established road that is accessed at points with good site distance and properly controlled intersections. There are no incompatible uses proposed by the project that will impact surrounding land uses.
- XVI e) **No Impact.** The project will not result in inadequate emergency access, because there are a minimum of two access points.
- XVI f) **No Impact.** The project will not result in inadequate parking capacity, because the project meets or exceeds the parking standards established by the County Development Code.
- XVI g) **No Impact.** The project will not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). The proposed project will not impact alternative methods of transportation in this community as none currently exist.

Implementation of the above conditions for this project shall reduce traffic impacts to below a level of significance,

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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"/>
f) Be served by a landfill(s) with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XVII a) **Less Than Significant Impact.** The proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board, *Lahontan* Region, as determined by County Public Health – Environmental Health Services. Additionally, Lahontan Regional Water Quality Control Board was solicited for their input and had no concerns that the project would adversely impact or exceed wastewater treatment capacity.
- XVII b) **Less Than Significant Impact.** The proposed project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. Yermo CSD, will provide water to project site, however the project proposes to provide onsite wastewater treatment facility. The proposed project was routed to Lahontan an established water and underground water quality regulation board. The waste water generated by the proposed project is subject to independent regulation by local and state agencies that ensure compliance with both water quality and waste discharge requirements.

-
- XVII c) **Less Than Significant Impact.** The proposed project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities that cause significant environmental effects. County Land Development Division has determined that there is sufficient capacity in the existing storm water system to absorb any additional stormwater drainage caused by the project.
- XVII d) **Less Than Significant Impact.** The proposed project will have sufficient water supplies available to serve the project from existing entitlements and resources. The local water purveyor, Yermo CSD, has given assurance that it has adequate water service capacity to serve the projected demand for the project, in addition to the provider's existing commitments.
- XVII e) **Less Than Significant Impact.** The sewer services will be provided by an approved onsite wastewater facility. The project will be subject to compliance by local and state agencies that ensure compliance with both water quality and waste discharge requirements.
- XVII f) **Less Than Significant Impact.** The proposed project is served by the Barstow Sanitary Landfill, which has sufficient permitted capacity to accommodate the proposed project's future solid waste disposal needs.
- XVII g) **Less Than Significant Impact.** The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste.

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to 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, 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 type="checkbox"/>	<input checked="" 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 will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION

- XVIII a) **Less Than Significant.** The project does not appear 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 or eliminate important examples of the major periods of California history or prehistory. The project site is located within designated Desert Tortoise & Burrowing Owl habitat. The project site has been previously graded. Thus, the site is completely disturbed and does not support suitable habitat for Desert Tortoise, Burrowing Owls or protected plants or trees.
- XVIII b) **Less Than Significant with Mitigation Measures.** The project does have impacts that are individually limited, but cumulatively considerable. The sites of projects in the area to which this project would add cumulative impacts have either existing or planned infrastructure that is sufficient for all planned uses. These sites either are occupied or are capable of absorbing such uses without generating any cumulatively significant impacts.

XVIII c) **Less Than Significant.** The project will not result in environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. Construction of the proposed commercial development will not cause substantial environmental effects. Adherence with the following mitigation measures will reduce potential impacts to a level less than significant. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further insure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval.

XVIII. MITIGATION MEASURES

(Any mitigation measures which are not "self-monitoring" shall have a Mitigation Monitoring Reporting Program prepared and adopted at time of project approval).

III a-1

A. Dust Control Plan: The developer shall submit a MDAQMD approved Dust Control Plan (DCP) to County Planning consistent with MDAQMD guidelines. The DCP shall contain proposed actions to reduce on-site and off-site dust production. This measure shall be implemented to the satisfaction of County Planning. Such activities shall include, but are not limited to, the following:

- Throughout grading and construction activities, exposed soil shall be kept moist through a minimum of twice daily watering to reduce fugitive dust.
- Street sweeping shall be conducted when visible soil accumulations occur along site access roadways to remove dirt dropped by construction vehicles or dried mud carried off by trucks moving dirt or bringing construction materials. Site access driveways and adjacent streets will be washed if there are visible signs of any dirt track-out at the conclusion of any workday.
- All trucks hauling dirt away from the site shall be covered to prevent the generation of fugitive dust.
- During high wind conditions (i.e., wind speeds exceeding 25 mph) areas with disturbed soil will be watered hourly and activities on unpaved surfaces shall be terminated until wind speeds no longer exceed 25 mph.
- Storage piles that are to be left in place for more than three working days shall either be sprayed with a non-toxic soil binder or covered with plastic or re-vegetated until placed in use.
- Tires of vehicles will be washed before the vehicle leaves the project site and enters a paved road.
- Dirt on paved surfaces shall be removed daily to minimize generation of fugitive dust.

B. The Construction Contractor should select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor should ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications. In addition, all trucks should not idle continuously for more than 5 minutes at any one time.

C. The Construction Contractor should utilize electric or alternative fuel powered equipment in lieu of gasoline- or diesel-powered engines where feasible.

D. The Construction Contractor should ensure that construction grading plans include a statement that work crews will shut off equipment not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.

E. The Construction Contractor should time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson should be retained to maintain safety adjacent to existing roadways.

F. The Construction Contractor should support and encourage ridesharing and transit incentives for the construction crew.

G. To the extent practicable use required coatings and solvents with a volatile organic compounds (VOC) content lower than required under Rule 1113, or no VOC paints and architectural coatings should be employed. A list of low/no VOC paints is provided at the following MDAQMD website: www.aqmd.gov/prdas/brochures/paintguide.html. All paints shall be applied using either high volume, low pressure (HVLP) spray equipment or by hand application. Correlating notations shall appear on the project construction plans and construction documents.

III a-2

MDAQMD-Permitting. Mojave Desert Air Quality Management District (MDAQMD) will be contacted for the following:

The Mojave Desert Air Quality Management District (MDAQMD) requires the developer/applicant to obtain MDAQMD permits for any miscellaneous process equipment that may not be exempt under MDAQMD Rule 219:

- Equipment with a capacity of more than 793 gallons used exclusively for the storage and transfer of any oil that has been used for its intended purpose and subsequently designated for disposal or recycling.
- Equipment used exclusively for the storage and transfer of gasoline having a storage capacity of more than 250 gallons.
- Certain unheated, non-conveyorized, non-agitated solvent rinsing containers and unheated non-conveyorized coating dip tanks.

VII a.

GHG – Construction & Operation Mitigation Measures. To ensure reductions below the expected “Business As Usual” (BAU) scenario, the project will implement a variety of measures that will reduce its greenhouse gas (GHG) emissions. To the extent feasible, and to the satisfaction of the County of San Bernardino (County).

A. The following additional dust suppression measures in the Mojave Desert Air Quality Management District (MDAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook are included to further reduce the project's emissions:

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- **Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).**
 - **Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)**
 - **Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 m (2 ft) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code (CVC) Section 23114.**
 - **Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.**
 - **Pave construction access roads at least 30 m (100 ft) onto the site from the main road.**
 - **Re-vegetate disturbed areas as quickly as possible.**
 - **Suspend all excavating and grading operations when wind speeds (as instantaneous gusts) exceed 25 miles per hour (mph).**
 - **Sweep all streets once per day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).**
 - **Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site.**
 - **Pave, water, or chemically stabilize all on-site roads as soon as feasible.**

Operational Mitigation Measures:

- A. Prohibit all diesel trucks from idling in excess of 5 minutes while on the project site.**
- B. Restrict overnight parking in and adjacent to project site.**
- C. Require all travel center facilities to operate the cleanest vehicles available.**

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series (PRC 27500)

California Department of Water Resources Bulletin #118 (Critical Regional Aquifers), 1975, Update 2003

CEQA Guidelines, Appendix G

California Standard Specifications, July 1992

County Museum Archaeological Information Center

County of San Bernardino Development Code, 2007, revised 2008

County of San Bernardino General Plan, 2007, revised 2008

County of San Bernardino Identified Hazardous Materials Waste Sites List, April 1998

County of San Bernardino, Countywide Integrated Waste Management Plan, March 1995

County of San Bernardino, June 2004, San Bernardino County Stormwater Program, Model Water Quality Management Plan Guidance.

County of San Bernardino Road Planning and Design Standards

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency Flood Insurance Rate Map and Flood Boundary Map

Mojave Desert Air Quality Management District, Mojave Desert Planning Area – Federal Particulate Matter (PM₁₀) Attainment Plan, July 1995

Mojave Desert Air Quality Management District, 2004 Ozone Attainment Plan

Mojave Desert Air Quality Management District, California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, June 2008

Mojave Desert Air Quality Management District, 8-hour Ozone Attainment Plan (Western Mojave Desert Non-Attainment Area), June 2008

PROJECT SPECIFIC REFERENCES

Randall C Arnold Associates. Biological Assessment Survey. February 2014

LSA Associates, Inc. Traffic Study. August 19, 2014

LSA Associates, Inc. Noise Impact Analysis, May 2014

LSA Associates, Inc. Air Quality Analysis, July 2014.

ESB Babcock Laboratories. Soils Analysis Report. September 2014