

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:

APN:	0467-101-12
APPLICANT:	Moussa Waw
COMMUNITY:	HELENDALE/1ST SUPERVISORIAL DISTRICT
LOCATION:	26426 NATIONAL TRAILS HIGHWAY, SOUTHWEST CORNER OF VISTA ROAD AND NATIONAL TRAILS IN THE HELENDALE AREA
PROJECT No:	P201600565
STAFF:	JIM MORRISSEY, CONTRACT PLANNER
REP(S):	Joe Mazariegos, PA Design Associates
PROPOSAL:	1) A GENERAL PLAN AMENDMENT TO CHANGE THE LAND USE DESIGNATION OF 1.71 ACRES FROM RURAL LIVING (RL) TO GENERAL COMMERCIAL (CG); 2) A CONDITIONAL USE PERMIT TO PERMIT THE DEVELOPMENT OF A 4,998 SQ. FT. CONVENIENCE STORE AND FUELING STATION, and; 3) A MAJOR VARIANCE TO REDUCE THE FRONT YARD AND STREET SIDE LANDSCAPE SETBACK FROM 25 FEET TO 10 FEET IN THE HELENDALE AREA.

USGS Quad: HELENDALE, CALIF.
T, R, Section: T7N, R4W, Section: 5

Planning Area: HELENDALE

OLUD: RL (Rural Residential)

Overlays: Biological Resources Overlay

PROJECT CONTACT INFORMATION:

Lead agency: County of San Bernardino
Land Use Services Department - Current Planning
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Contact person: Jim Morrissey, Contract Planner
Phone No: (909) 387-4234
E-mail: Jim.Morrissey@lus.sbcounty.gov

Fax No: (909) 387-4234

Project Sponsor: Moussa G. Waw
16510 Menahka Road
Apple Valley, CA 92307

Phone No: (760) 900-3055
E-mail: moussawaw@msn.com (applicant)

Fax No: N/A

PROJECT DESCRIPTION:

A General Plan Amendment to change the Land Use designation of an existing legal parcel 1.71 acres from Rural Living (RL) to General Commercial (CG) and a Conditional Use Permit to permit the development of a 4,998 sq. ft. convenience store and fueling station. The Project was modified to eliminate a second phase with 5,795 sq. ft. retail/office building. That portion of the property is now

identified as a graded dirt area. A Major Variance has also been requested to reduce the front yard and street side landscape setback from 25 feet to 10 feet.

The proposal originally involved a change to CR (Rural Commercial). However, the CR District requires a 2.5 acre area, which is greater than the existing parcel size and could not be combined with any other adjoining CR District land to achieve the minimum district size. The proposal was subsequently modified to CG, which requires a District size of 5.0 acres and also permits the convenience store and gasoline dispensing with a Conditional Use Permit. This Land Use District would allow the applicant to meet the minimum 5.0 acre District size, because the 3.71 acre parcel to the north is already CG and when combined with the 1.71 acre subject parcel the CG District in this location would exceed the 5.0 acre minimum.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Vacant, unimproved	RL (Rural Living)
North	Vacant and commercial	CG (General Commercial)
South	Vacant, unimproved	RL (Rural Living)
East	Vacant, unimproved	RL (Rural Living)
West	Residential and commercial	RL (Rural Living)

The subject property is vacant and unimproved, sloping to the southwest at approximately four percent. Desert scrub exists on the property. National Trails Highway and Vista Road are two lane paved roadways, without curbs, gutters or sidewalks.

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

Federal: None; State of California: Regional Water Quality Control Board-Lahontan Region; County of San Bernardino: Land Use Services - Building and Safety, Planning, and Code Enforcement; Public Works; Environmental Health, and; County Fire: Local: None

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 Incorporated	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 and 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"/> Tribal Cultural Resources | <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.
- The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier ENVIRONMENTAL IMPACT REPORT document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. A MITIGATED NEGATIVE DECLARATION will be prepared to analyze only the effects that remain to be addressed.
- Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Jim Morrissey, Contract Planner

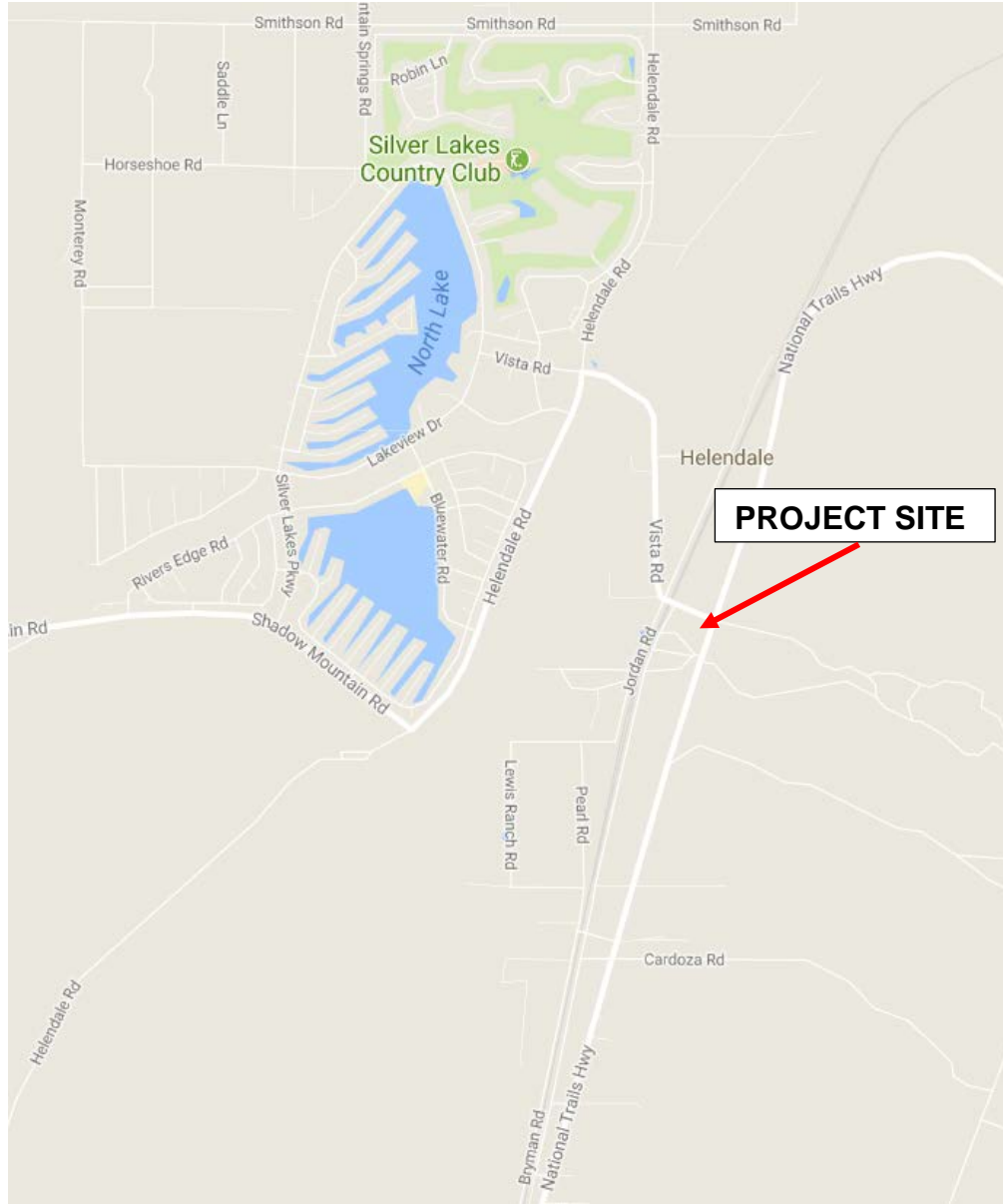
Date

Signature : Dave Prusch, Supervising Planner

Date

APPENDICES (On Compact Disk or Under Separate Cover)

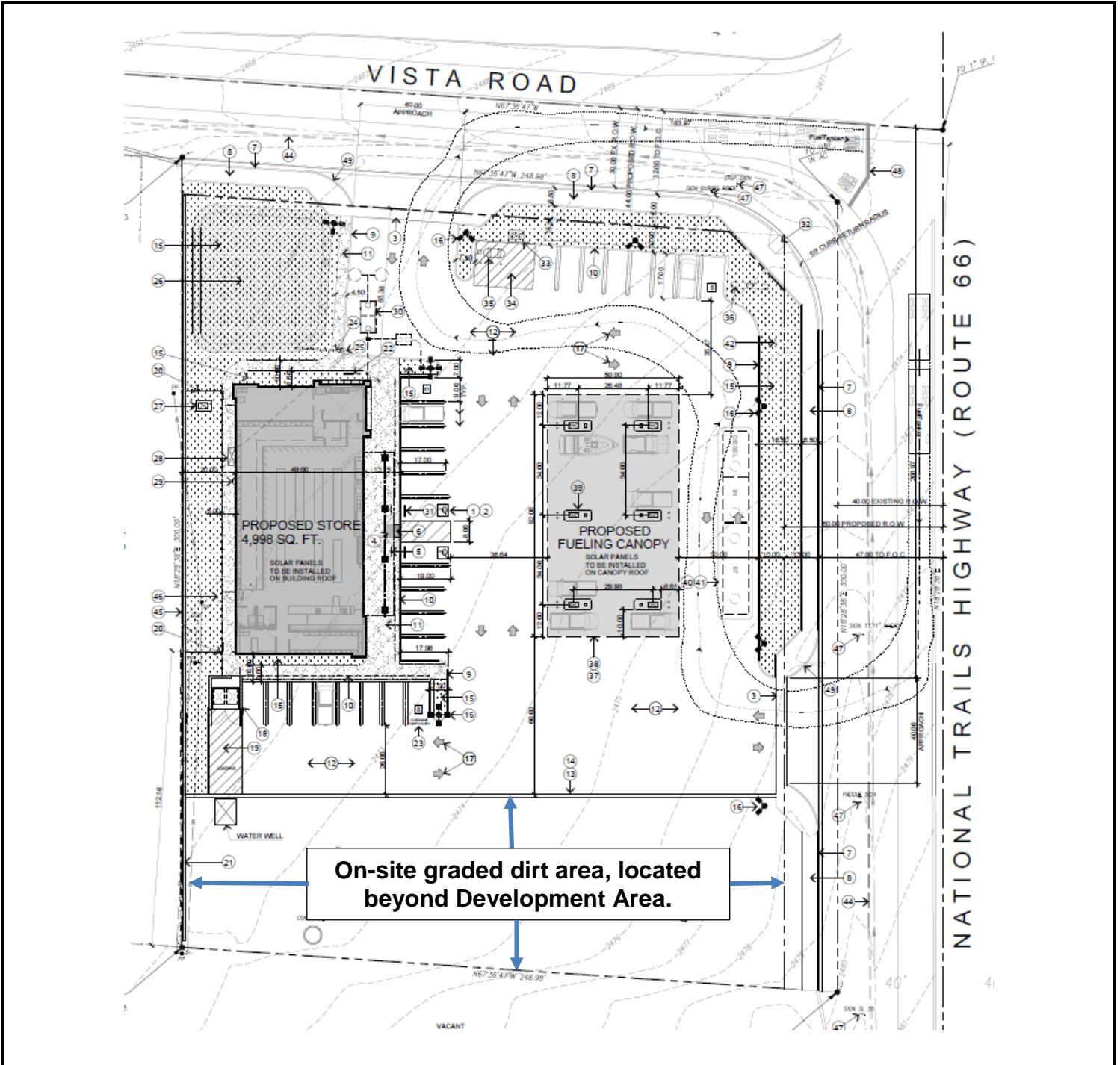
- *Air Quality and Greenhouse Gas Analysis, Route 66 Market & Gas Station Project*, LSA Associates, Inc., May 2017.
- *Cultural/Paeolontological Resources Assessment for the Route 66 Market and Gas Project*, Duke CRM, December 27, 2017.
- *Focused Survey for Agassiz's Desert Tortoise, Habitat Assessments for Burrowing Owl and Mohave Ground Squirrel, and General Biological Resource Assessment*, Circle Mountain Biological Consultants, Inc., June 2016
- GHG Screening Table, Commercial Development.
- *Traffic Impact Study, Helendale Route 66 Gas Station, Updated Report*, David Evans and Associates, March 15, 2018.
- *Updated Biological Survey, APN 0467-101-12, Helendale, CA*, Circle Mountain Biological Consultants, Inc., October 30, 2017.



**Moussa Waw
P201600565**

Location Map

Exhibit 1



Moussa Waw
P201600565

Site Plan

Exhibit 2

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 checked="" type="checkbox"/> | <input 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 Impact.** The San Bernardino County General Plan has identified a number of scenic highways. The National Trails Highway, extending from Oro Grande to Lenwood, is identified as a scenic highway. General Plan Policy OS 5.2 states: "Define the scenic corridor on either side of the designated route, measured from the outside edge of the right-of-way, trail, or path. Development along scenic corridors will be required to demonstrate through visual analysis that proposed improvements are compatible with the scenic qualities present."

The subject property is adjacent to the west side of National Trails Highway. The topography in the area is relatively flat allowing for the easy visibility from the roadway. The County's Development Code has established development criteria for areas within 200 feet of the ultimate road right of way. Section 82.19.040 (c), Building and structure placement, San Bernardino County Development Code, provides that "Structure placement and style shall be compatible with and shall not detract from the visual setting or obstruct significant views." Section (d) states new development "...shall be designed to blend into the natural landscape and maximize visual attributes of the natural vegetation and terrain. The design of development proposals shall also provide for maintenance of a natural open space parallel to and visible from the right-of-way."

The vista from National Trails Highway to the west is of a broad, relatively flat plain. A number of structures exist along the proposed Project's westerly property line. A small commercial center with two separate structures also exists just to the north of the Project site and includes parking along the roadway, a relatively large freestanding sign, and a market/liquor/deli business. The easterly side of the Highway provides variable undulating terrain with distant hills.

Any type of development on the subject property would partially obscure visibility of the broader plain to the west due to the similarity in elevation from the roadway to the property, similar to the condition that already exists at the commercial center referenced above. However, due to the minimal slope of the topographic plain no particular distant features are readily identifiable west of National Trails Highway, since the slight elevation difference allows structures in the immediate foreground to obscure or block distance features.

The maximum proposed building height is 25 feet, with the gasoline dispensing canopy 21 feet in height. Lighting from the gasoline dispensing canopy and islands would illuminate the area at night, but the height of the structures would not obscure the hills east of National Trails Highway. Due to the proposed Project's building height and surrounding vistas, the proposed Project will have a less than significant impact on a scenic vista.

- I b) **Less than Significant Impact.** The Project site is not adjacent to a state designated scenic highway. Highway 66 is an eligible State Scenic Highway, according to an on-line search of the Caltrans Scenic Highway Mapping System. The San Bernardino County General Plan was modified in Year 2012 to include National Trails Highway north of Oro Grande as part of the County's Scenic Highway program. Section 82.19.040, Development Criteria within Scenic Areas, requires an evaluation of areas within 200 feet of any designated State or County Scenic Highway, including a viewshed analysis if a proposal is found to have "a significant negative impact on the scenic values of the subject parcel." The various evaluation criteria include, building and structure placement; review area; access drives; landscaping; pedestrian walkways; parking and storage areas; above ground utilities; grading; and; signs. As noted in the previous Section, the views to the west across the subject property feature a broad plain that tend to obscure specific distant features due to the slight elevation difference that allows structures in the immediate foreground to obscure or block distance features. However, views to the east across the Highway provide an irregular and undulating terrain. The development of the proposed use would not alter this view and, as such, would not represent a significant negative impact nor require a viewshed analysis. Site landscaping would be required to conform to the County's landscape design criteria and only one driveway is proposed on National Trails Highway.

As noted above, the Project site is vacant, with minimal vegetation that includes common shrubs and annual plants, such as burrobush, peach thorn, and Russian Thistle. Development of the Project site would not affect any notable vegetation nor substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a County or State Scenic Corridor.

- I c) **Less than Significant Impact.** The Project site is vacant and near other structures along Vista Road (to the north) and National Trails Highway (to the east). The proposed Project will not substantially degrade the existing visual character of the site and its surroundings, because the proposed Project would not obstruct important or significant area views of the surrounding area as discussed above. Therefore it will not notably change the existing visual character of the area.
- I d) **Less than Significant Impact.** Improvements will require compliance with existing County lighting standards, specifically Section 83.07.040, Glare and Outdoor Lighting – Mountain and

Desert Regions. This Section identifies maximum lighting height and shielding requirements to preclude light pollution or light trespass on adjacent property and adjacent roadways. Adherence to this mandatory standard will ensure that the project will not create a new source of substantial light or glare trespass onto adjacent properties. As such, impacts are considered less than significant.

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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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 Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

- II a) **No Impact.** The subject property is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the San Bernardino County Important Farmland 2016 Map, Sheet 1 of 2, prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency and displayed on the Department of Conservation Web Site. The subject Property is designated "Grazing Land", which is described as "Grazing land is land on which the existing vegetation is suited to the grazing of livestock." Properties to the west and south of the property are designated "Other Land" which is described as "Land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip

mines, borrow pits, and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as other land." As such, there will be no impact to important farmland as a result of the project.

- II b) **No Impact.** As noted above, the subject property and surrounding properties are identified as "Grazing Land". According to the California Department of Conservation, San Bernardino County Williamson Act FY 2015/2016, Sheet 1 of 2, the closest Williamson Act Contract is approximately three and one-half miles northeast of the site.
- II c) **No Impact.** The project site is currently designated RL (Rural Living). The applicant proposes a Land Use District change to CG (General Commercial) with a Conditional Use Permit for the operation of the gasoline dispensing facility and Major Variance for a reduced landscape setbacks. The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the project site. Because no lands on the Project site are zoned for forestland or timberland, the Project has no potential to impact such zoning. Therefore, no impact would occur.
- II d) **No Impact.** The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the *General Plan*. Because forest land is not present on the Project site or in the immediate vicinity of the project site, the project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur.
- II e) **No Impact.** Implementation of the proposed Project will not Involve changes in the existing environment which, due to their location or nature, could result in conversion of other farmland to non-agricultural use, because the site is not designated as having either Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance. The surrounding properties are partially developed with residential and commercial related uses and do not contain Prime Farmland, Farmland of Statewide Importance, Unique Farmland or Farmland of Local Importance. Therefore, no impact would occur.

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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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 type="checkbox"/> | <input checked="" 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

The following responses are based on MDAQMD regulations and The Air Quality and Greenhouse Gas Analysis, May 2017, prepared by LSA.

III a) **Less Than Significant Impact.** The Mojave Desert Air Quality Management District (MDAQMD) has adopted *California Environmental Quality Act (CEQA) and Federal Conformity Guidelines*, August 2016. The document indicates that significant impacts would occur if the proposed Project “triggers or exceeds the most appropriate evaluation criteria.” In general, the following factors are noted as sufficient on page 9 of the document:

1. Generates total emission (direct and indirect) in excess of the thresholds given in Table 6 [see Table 1 below];
2. Generates a violation of any ambient air quality standard when added to the local background;
3. Does not conform with the applicable attainment or maintenance plan(s)¹;
4. Exposes sensitive receptors to substantial pollutant concentrations, including those resulting in a cancer risk greater than or equal to 10 in a million and/or a Hazard Index (HI) (non-cancerous) greater than or equal to 1.

The annotation referenced above in number 3 provides as follows: “A project is deemed to not exceed this threshold, and hence not be significant, if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments and similar land use plan changes which do not increase dwelling unit density, do not increase vehicle trips, and do not increase vehicle miles traveled are also deemed to not exceed this threshold.” (p. 9)

Since the proposed Project is not consistent with the existing County land use plan (Land Use District designation), due to the request for a General Plan Amendment, the Project could have the potential to obstruct implementation of the adopted air quality plan. However, a site/Project specific air emission evaluation has been undertaken to determine if the proposal exceeds adopted threshold emissions, as discussed below in greater detail. Since the proposal will not exceed adopted threshold levels, it will not conflict nor obstruct implementation of the adopted air quality plan.

- III b) **Less Than Significant Impact.** The Mojave District CEQA Guidelines provide that a significant impact would occur if the proposed Project would violate any air quality standard or contribute significantly to an existing or projected air quality violation. The applicable thresholds of significance for air emissions generated by projects are established by the Mojave Air Quality Management District (MDAQMD) and are described below in Table 1.

Table 1. MDAQMD Significant Emission Thresholds

Criteria Pollutant	Daily Threshold (pounds)
Carbon Monoxide (CO)	548
Oxides of Nitrogen (NOx)	137
Volatile Organic Compounds (VOC)	137
Oxides of Sulphur (SOx)	137
Particulate Matter (PM10)	82
Particulate Matter (PM2.5)	82
<i>Source: MDAQMD CEQA Guidelines</i>	

Construction Emissions

Short-term criteria pollutant emissions will occur during site preparation, grading, building construction, paving, and painting activities. Emissions will occur from use of equipment, worker, vendor, and hauling trips, and disturbance of onsite soils (fugitive dust). The CalEEMod program, utilized by the Mojave Air District, includes both construction and operational emissions. However, the facility and many of the required improvements already exist. Estimated construction emissions modeled for the Project were below threshold levels. As such, the levels projected would probably be even less since the model assumes all new site construction. Therefore, the actual emission levels would be less than significant.

Table 2. Construction Daily Emissions (lbs./day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Total Emissions (Max.)	25.03	18.28	16.20	0.02	1.66	1.29
SCAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	No	No	No	No	No	No
<i>Source: Air Quality and Greenhouse Gas Analysis, LSA, May 2017</i>						

Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the proposed Project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile, truck, and other vehicle sources associated with daily trips to and from the Project site. The California Emissions Estimator Model (CalEEMod) was utilized to estimate mobile source emissions.

The results of the CalEEMod outputs are summarized in Table 3 (Operational Daily Emissions). Based on the results of the model, without control measures, maximum daily emissions from the operation of the project will not exceed adopted Thresholds

Table 3. Operational Daily Emissions (lbs./day)

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
Area Sources	0.15	<0.01	<0.01	0.00	<0.01	<0.01
Energy Demand	<0.01	<0.01	<0.01	<0.01	<0.01	<0.01
Mobile Sources	12.26	65.39	63.62	0.19	8.43	2.36
Total Emissions	12.49	65.39	65.62	0.19	8.43	2.36
SCAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	No	No	No	No	No	No
<i>Source: Air Quality and Greenhouse Gas Analysis, LSA, May 2017</i>						

Emission levels shall not exceed the levels permitted by the rules and regulations of the Mojave Air Quality Management District or the requirements of any Air Quality Plan or the Greenhouse Gas Emissions Reduction Plan adopted by the County of San Bernardino.

Toxic Air Contaminants

The above referenced *Air Quality Analysis* determined “the construction-related emissions of diesel exhaust would occur for up to 6 months, the construction activities would not result in long-term chronic lifetime exposure to diesel exhaust from heavy-duty diesel equipment.” (p. 35)

- III c) **Less Than Significant Impact.** The project area is designated as a non-attainment area for ozone, PM_{2.5}, and PM₁₀. In determining whether or not the Project would 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), the non-attainment pollutants of concern for this impact are ozone, PM_{2.5}, and PM₁₀. In developing

the thresholds of significance for air pollutants disclosed above under Section III b), MDAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project exceeds the identified significance thresholds, its emissions would be considered cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions. As displayed in the tables above, the proposed Project does not exceed the identified significance thresholds. As such, emissions would not be cumulatively considerable.

III d) **Less Than Significant Impact.** A sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. According to the MDAQMD CEQA Guidelines, the following are land uses (sensitive sites) where sensitive receptors are typically located:

- Residences
- Schools
- Daycare centers
- Playgrounds
- Medical facilities

The nearest sensitive receptor to the Project site is the single-family residence located approximately 500 feet northwest of the Project site. The MDAQMD Guidelines identified distances from uses of concern, which are listed below:

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

The proposed Project included a Health Risk Analysis that included an evaluation of the amount of fuel dispensed and screening tables from the South Coast Air Quality Management District (SCAQMD). The MDAQMD also utilizes the standards from the SCAQMD. The closest sensitive receptor is on the adjacent property to the west. Based upon an estimate of one million gallons of fuel dispensed per year from the proposed facility and a distance of 30 feet from the adjoining residence, would result in a residential cancer risk of 3.56 in one million, based upon the use of the SCAQMD Screening Tables. This factor is less than the threshold of 10 in one million and, therefore, would not exceed significance criteria established by MDAQMD. The MDAQMD air quality permit for gas station operation also limits the amount of gasoline dispensed at 6.3 million gallons per year.

III e) **Less Than Significant Impact.** According to the Mojave Desert Air Quality Management District odors are not identified as an issue in the CEQA Guidelines. Roadway and on-site improvements associated with the proposed Project would be close to an existing sensitive receptor. However, these odors, occurring during construction and related to improvements such as street and parking/driveway area paving, would be short-term in duration. As such, impacts are considered less than significant.

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

IV a) **Less Than Significant With Mitigation Incorporated.** The proposed Project site is vacant and unimproved. The County's Biotic Resources exhibit for the Desert region displays the potential for Desert Tortoise and Burrowing Owl. *A Focused Survey for Agassiz's Desert Tortoise, Habitat Assessments for Burrowing Owl and Mohave Ground Squirrel, and General Biological Resource Assessment*, dated June 2016, was completed for the property, which

included a records search and field survey. "Positive evidence of tortoise found during this survey included a scat found approximately 400m to the east of the site. Evidence of tortoise has also been observed approximately 200m north of the site by a local biologist...No evidence of the species was found on the subject property." (p. vi) According to the biological report, the subject property is categorized as "Category 3 Habitat, which is the lowest priority management area for viable populations of the Agassiz's desert tortoise." (p. 5) No special status species were identified on-site during the current survey, including burrowing owl. The report also noted that the likelihood of the Mohave ground squirrel is low due to development around the property, the low shrub diversity, and the location of the property at the eastern edge of the species range. However, the report noted that California Department of Fish and Wildlife should review the report to "determine whether trapping or mitigation for the species is appropriate." (p. vi)

An updated biological survey and report were prepared in October 2017 by the biologist and Staff sought comments from U.S. Fish and Wildlife and California Department of Fish and Wildlife. The updated survey found that a desert tortoise burrow was found 490 feet northeast of the subject property, but no other sign of desert tortoise or burrowing owl was found. The Year 2016 report also found desert tortoise scat about 200 meters southwest of the burrow location. It is important to note that both locations are on the easterly side of National Trails Highway, which includes private land and a substantial amount of government land that is undeveloped. The updated letter report repeated the same conclusion and recommended mitigation measure (see below) that "Given the presence of desert tortoise [sign] in the surrounding area, it is possible that an animal could move through the site on an occasional basis, but given the poor quality of habitat on the site, it is unlikely that a tortoise would become resident on the site."

The reports were forwarded to U.S. Fish and Wildlife Service and California Department of Fish and Wildlife for their review as requested in the report by the Project Biologist to ensure proper protocol. Comments from Ray Bransfield of the U.S. Fish and Wildlife Service expressed concern, via e-mail correspondence, about the effect of crows upon the tortoise population due to trash that may occur in and around the new use. The Service recommended proper trash enclosures/covers for refuse to minimize that activity in the area. The Service stated "For that reason, we were wondering if the County could require them to install a wildlife-proof dumpster". He continued that "Ultimately, we hope to reduce enough food resources to common ravens through measures like this [closing trash receptacle lids] that their number will decrease without us having to kill hundreds of them. With less predation, we would then hope that the number of desert tortoises will increase." (December 22, 2017). To address the potential impacts discussed above from U.S. Fish and Wildlife Service, Staff has recommended the following mitigation measure:

BIO-1: The refuse storage area shall be architecturally compatible in color and design and shall be enclosed by a six-foot high masonry wall, roofed and sides sealed with a chain link mesh or similar material to mitigate the entry of birds and gated with steel gates.

A number of e-mails have also been transmitted between County Staff and Heather Elder of California Department of Fish and Wildlife (CFWS) on the biological reports. The applicable e-mails have been listed below.

- November 30, 2017: "After further review, I believe the project is within Mohave ground squirrel (MGS) habitat. I would recommend that trapping occur or that the applicant assume presence and apply for an ITP. Either way the CEQA document should have some kind of analysis for MGS as well as desert tortoise. I am available to discuss this if you have any questions."
- December 7, 2017: "Thank for sending the information upon my review I do not believe that MGS protocol surveys should be required however, because of the proximity of desert tortoise sign protocol desert tortoise surveys are needed unless the applicant wants to assume presence."
- May 2, 2018: "When were the desert tortoise surveys conducted? The site does look disturbed but it does not mean they have not migrated from across the road. Pre-construction surveys may be sufficient but I would like to know when the surveys were conducted."

As for the CEQA document, please send me a copy of the IS when it is available and for future reference CDFW should be provided all CEQA documents going out for public review for our analysis and comments."

Staff believes the comments from CFWS have been adequately addressed upon the completion of site surveys, reports and conversations with the Project Biologist. CFWS has expressed concern about the potential for desert tortoise on the property, which is at odds with field documentation and findings. The biological reports are relatively recent and, therefore applicable, and have been provided to CFWS for their review. Although CFWS has indicated surveys are needed, protocol surveys have been conducted and are more extensive than currently required, with respect to distance from the subject property. The surveys did not find any on-site indication of desert tortoise. A mitigation measure has been incorporated to avoid potential use of the property by desert tortoises and would ensure avoidance of the species.

BIO-2: Potential impacts to desert tortoises can be avoided if tortoise fencing is installed around the property and maintained throughout the construction period and clearance surveys are completed prior to grading or grubbing the site.

Based on the above analysis, the proposed Project will have a less than significant effect upon potential species, based upon the implementation of proposed mitigation measures to fence the site from further potential access by tortoises and conduct clearance surveys prior to grading/grubbing of the site. These actions will ensure any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service would not be adversely affected by the proposed Project.

IV b) **Less Than Significant Impact.** The subject property is not traversed by any identified drainage course or blue line stream, based upon documentation in the above referenced biological report. A review of the Helendale, CA 1993, revised, USGS Map displays a drainage course at the intersection of National Trails Highway and Vista Road. However, the on-site comments from the biologists did not identify a drainage course, nor is one evident from aerial photography or on-site review. Due to the lack of drainage through the subject property no riparian habitat exists and the previously referenced biological report did not identify any protected plants on the subject property.

IV c) **Less Than Significant Impact.** Section 404 of the Clean Water Act defines wetlands as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas." (Ref. EPA Regulations listed at 40 CFR 230.3(t)).

The California Department of Fish and Wildlife found the U.S. Fish and Wildlife Service (Section 404 definition above) wetland definition and classification system to be the most biologically valid. The Department of Fish and Wildlife Staff uses this definition as a guide in identifying wetlands. The site slopes gently to the northwest in a uniform manner and is not traversed by any drainage courses. Soil conditions on the property are sandy loam, which are well drained. Based upon the existing terrain and vegetation, the site does not contain any features that meet the definition of "wetlands."

IV d) **No Impact.**

Wildlife Corridors

Wildlife corridors link together areas of suitable habitat that are otherwise separated by rugged terrain, changes in vegetation, or human development. Corridors effectively act as links between different populations of a species. Interference with the movement of native resident migratory fish or wildlife species occurs through the fragmentation of open space areas caused by urbanization

As noted in the responses to Section IV a)-c) above, the site does not have habitat or features that would support a wildlife corridor or a wildlife nursery site. In addition, the Project site is adjacent to the National Trails Highway and Vista Road and development exists on a number of parcels near the subject property. The existence of adjoining development and proximity to adjacent roadways would prevent the use of the Project site and surrounding area as a wildlife corridor.

Wildlife Nursery Sites

Wildlife nursery sites are areas that provide valuable spawning and nursery habitat for fish and wildlife. Wildlife nursery sites occur in a variety of settings, such as trees, wetlands, rivers, lakes, forests, woodlands and grasslands to name a few. The use of a nursery site would be impeded if the use of the nursery site was interfered with directly or indirectly by a project's development or activities.

The subject property has limited non-notable vegetation. As such, the Project site does not act as a wildlife nursery.

Based on the above analysis, the proposed 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. Therefore, impacts are less than significant.

- IV e) **No Impact.** San Bernardino County regulates the removal of native plants within the Desert region. Regulated plants within the Desert region include Joshua, mesquite, and Palo Verde trees. No trees or shrubs are located on the subject property. The previously referenced biological study did note the existence of three species of cactus on adjacent areas, but not the subject property. As such, the Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- IV f) **No Impact.** The proposed 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. The County of San Bernardino has not adopted a Habitat Conservation Plan for the region. Likewise, there is no local, regional or state habitat conservation plan that governs the project site or vicinity.

No significant adverse impacts are identified or anticipated with the inclusion of identified mitigation measures.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 checked="" type="checkbox"/> | <input 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 Paleontological Resources overlays or cite results of cultural resource review):

V a) **Less Than Significant Impact.** Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or have a historically significant style, design, or achievement. Damaging or demolition of historic resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and indirect impacts, such as a change in the setting of a historic resource.

CEQA Guidelines §15064.5(a) clarifies that historical resources include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements [of] section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California.

The site is vacant, except for a small wood structure located along the westerly property line. A *Cultural/Paleontological Resource Assessment (Assessment)*, dated December 27, 2017, was prepared by Duke CRM for the subject property. A records search was completed for the property. although the Project site has not been surveyed, nine cultural resource studies have been completed within a one-mile radius of the property. The *Assessment* noted that

the previous studies had identified four resources within one-mile of the property, including Old Mojave Trail, the nearby railroad line, a stone circle, and a prehistoric village that was originally recorded in 1939, subsequently destroyed or built over by 1973, and which could not be located in 2002.

A field survey was conducted on October 13, 2017. The most notable finds were the existing small shed that enclosed a water tank. No other resources were observed. The San Manuel Band of Mission Indians requested subsurface excavation utilizing shovel test pits to determine potential buried resources. Six shovel test pits were dug to a depth of about three feet and auger holes in the bottom of the pits attempted to extend the depth to 10 feet. No cultural resources were identified. As noted in the next section, this information was provided to the San Manuel Tribe for evaluation and they were pleased with the research and The *Assessment* found the property "does not appear to be eligible for the NRHP [National Register of Historic Places] nor CRHR [California Register of Historic Resources]." As such, there are no impacts to historic resources. Although it is not anticipated that subsurface historic resources will be encountered during construction due to site testing and record evaluation, the potential exists for resources to be uncovered. However, the potential for resources to exist is less than significant.

V b) **Less Than Significant Impact.**

Archaeological Resources

Archaeological sites are locations that contain resources associated with former human activities, and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The Project site is located on a vacant property, with the exception of a small wood shed and water tank. A *Cultural/Paleontological Resource Assessment* completed for the property, including a records search, field survey, and test pits did not reveal any historical or archaeological resources. As such, it is not anticipated that subsurface archaeological resources will be encountered during construction. Potential impacts are less than significant.

Tribal Cultural Resources

On July 1, 2015 AB 52 (Gatto, 2014) went into effect. According to its author:

"[E]xisting laws lack a formal process for tribes to be involved in the CEQA process as tribal governments. CEQA projects that impact tribal resources have experienced uncertainty and delays as lead agencies attempt to work with tribes to address impacts on tribal resources. With this bill, it is the author's intent to "Set forth a process and scope that clarifies California tribal government involvement in the CEQA process, including specific requirements and timing for lead agencies to consult with tribes on avoiding or mitigating impacts to tribal cultural resources."

“Tribal cultural resources” are either of the following:

(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

(A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.

(B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also created a process for consultation with California Native American Tribes in the CEQA process. Tribal Governments can request consultation with a lead agency and give input into potential impacts to tribal cultural resources before the agency decides what kind of environmental evaluation is appropriate for a proposed project.

The Land Use Services Department notified the appropriate California Native American Tribes per the requirements of AB52 based on information provided by the Native American Heritage commission. In addition, the proposed Project is a General Plan Amendment and subject to SB 18 notification of Tribes, based upon a listing from the Native American Heritage Commission. Responses were received from both the AB 52 and SB 18 notices from the Twenty-Nine Palms Band of Mission Indians, Colorado River Indian Tribes, and San Manuel Band of Mission Indians. The Colorado River Indian Tribes deferred comment to other affiliated tribes and the Twenty-Nine Palms Band of Mission Indians indicated they did not have any specific concerns, but should any inadvertent discoveries occur, they indicated “construction should stop immediately, and the appropriate agency and tribe(s) should be notified.” (Letter dated June 19, 2017) A standard condition of approval has been incorporated to address this concern. The San Manuel Band of Mission Indians requested on-site testing. Six on-site test pits were completed utilizing shovels to a depth of approximately three feet and auger depths to approximately 10 feet, if possible. No resources were identified. A copy of the report was provided to the San Manuel Tribe. The Tribe was pleased with the report and indicated in an e-mail, dated January 16, 2018, that they “no longer have reason to believe this project location is cultural sensitive and I [Jessica Mauck] do not recommend any further field work or monitoring during construction for this project.” They did request inclusion of language related to finding human remains or significant historical resources (inadvertent discoveries). This language has been incorporated into the conditions of approval.

Although it is not anticipated that subsurface tribal cultural resources will be encountered during construction due to site testing and record evaluation discussed above, the potential exists for resources to be uncovered. However, the potential for these resources to exist is

less than significant. A standard condition of approval has been included addressing this potential occurrence.

- V c) **Less Than Significant Impact with Mitigation Incorporated.** According the project site Assessment, the property is located on surficial sediments, which typically do not provide adequate biological material to contain significant paleontological resources. A records search by the Division of Earth Sciences of the San Bernardino County Museum did not reveal documented fossil finds on the property or within several miles of the site. A search through the University of California Museum of Paleontology, the Natural History Museum of Los Angeles County (online Paleobiology Database) and other published literature did not reveal fossils within five miles of the property. Although the Assessment did not find the potential for paleontological resources due to the surficial soil elements, it did indicate their potential could increase due to depth below the surface. As such, the *Assessment* recommended mitigation measures, noted in **CR-1** below. Imposition of these measures would reduce the potential impact to less than significant.

CR-1

- a) ***The applicant shall retain a San Bernardino County qualified paleontologist who meets County's requirements for paleontologists.***
- b) ***The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols.***
- c) ***A paleontological monitor, working under the direct supervision of the qualified paleontologist, shall be on-site to observe ground disturbing activities below six feet in depth from the surface. If no paleontological resources are observed after 50 percent of ground disturbance is complete, paleontological monitoring may be reduced to part-time or spot-checks.***
- d) ***The paleontological monitor shall be empowered to temporarily halt or redirect excavation efforts if paleontological resources are discovered.***
- e) ***In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.***
- f) ***The qualified paleontologist shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly removed and the area shall be cleared.***
- g) ***If the discovery is significant the qualified paleontological shall notify the applicant and the County immediately.***
- h) ***In consultation with the applicant and the County the paleontologist shall develop a plan of mitigation which likely include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in the local qualified repository, and preparation of a report summarizing the find.***

- V d) **Less than Significant Impact.** No formal cemeteries are known to be located on the project site. Disturbance of subsurface soils has the potential to uncover buried remains. If buried remains are discovered, the project proponent is required to comply with Section 5097.98 of the California Public Resources Code and Section 7050.5-7055 of the California Health and Safety Code, requiring halting of construction activities until a County coroner can evaluate

the find and notify a Native American Representative if the remains are of Native American origin. Upon compliance with these regulations, impacts would be less than significant.

No significant adverse impacts are identified or anticipated with the inclusion of identified mitigation measures.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 181-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 if project is located in the Geologic Hazards Overlay District):

VI a) **No Impact.** The site does not lie within, or immediately adjacent to, an Alquist-Priolo Earthquake Fault Zone, and no active or potentially-active faults are shown on or in the immediate vicinity of the site on published geologic maps.

VI a)ii **Less Than Significant Impact.** The Project will not expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. An earthquake produced from regional faults could result in strong ground shaking. However, the proposed Project will be reviewed and approved by the County Building and Safety Department with appropriate seismic standards implemented. Adherence to standards and requirements contained in the building code for the design of the proposed structure will ensure that any impacts are less than significant by ensuring that the structure does not collapse during strong ground shaking.

VI a)iii **Less Than Significant Impact.** Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. The factors controlling liquefaction are seismic ground shaking of relatively loose, granular soils that are saturated or submerged can cause soils to liquefy and temporarily behave as a dense fluid. For liquefaction to occur, the following conditions have to occur:

- Intense seismic shaking;
- Presence of loose granular soils prone to liquefaction; and
- Saturation of soils due to shallow groundwater.

The San Bernardino County Geologic Hazards Overlay Map for the area does not identify the site as having a susceptibility for liquefaction. As such, the liquefaction potential is considered “low.”

VI a)iv **No Impact.** Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Landslides can occur either very suddenly or slowly, and frequently accompany other natural hazards such as earthquakes, floods, or wildfires. Landslides can also be induced by the undercutting of slopes during construction, improper artificial compaction, or saturation from sprinkler systems or broken water pipes.

The site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to seismically induced landslides. As such, there are no impacts.

VI b) **Less Than Significant Impact.** The Project site is vacant and unimproved. Development of the subject property will require conformance with the approved Stormwater Pollution Prevention Plan (SWPPP) through the Regional Water Quality Control Board. The Project site is beyond the MS4 (Municipal Separate Sewer and Storm Drainage Systems) region for preparation of Water Quality Management Plans (WQMP).

With mandatory compliance of the SWPPP, impacts related to substantial soil erosion will be less than significant.

VI c) **Less Than Significant Impact.**

Landslide

As noted in the response to Section VI a) iv above, the site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to landslides.

Lateral Spreading

Lateral spreading is a term referring to landslides that commonly form on gentle slopes and that have rapid fluid-like flow horizontal movement. Most lateral spreading is caused by earthquakes but it is also caused by landslides. As noted in the response to Section a) iv above, the site is relatively flat and contains no slopes that may be subject to landslides. Therefore, the site is not considered susceptible to lateral spreading.

Subsidence

Subsidence is the downward movement of the ground caused by the underlying soil conditions. Certain soils, such as clay soils are particularly vulnerable since they shrink and swell depending on their moisture content. Subsidence is an issue if buildings or structures sink which causes damage to the building or structure. Subsidence is usually remedied by excavating soil to the depth of the underlying bedrock and then recompacting the soil so that it is able to support buildings and structures.

As noted in the response to Issue VI a) iii above, the area is not identified as being within an area subject to subsidence. Based on this factor, the subsidence potential is considered "low" and can be attenuated with adherence to standards and requirements contained in the Building Code and will ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

Liquefaction

As noted in the response to Issue VI a) iii above, the area is not identified as being within an area subject to subsidence. Based upon a review of mapping information found at <https://casoilresource.lawr.ucdavis.edu/gmap/>, which utilizes U.S. Department of Agriculture Natural Resources Conservation Service, identified on and off-site soils consist of Cajon gravelly sand. Permeability is rapid for this soils type and the amount of clay is identified as low. Based on this factor, the liquefaction potential is "low" and can be attenuated with adherence to standards and requirements contained in the Building Code for the design of the proposed structure to ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

Collapse

Collapse occurs in saturated soils in which the space between individual particles is completely filled with water. This water exerts a pressure on the soil particles that influences how tightly

the particles themselves are pressed together. The soils lose their strength beneath buildings and other structures.

As noted in the response to Issue VI a) iii above, the area is not identified as being within an area subject to subsidence. Based on this factor, the collapse potential is "low" and can be attenuated with adherence to standards and requirements contained in the Building Code for the design of the proposed structure and ensure that any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

- VI d) **Less Than Significant Impact.** According to the above listed Soils Survey Report, septic tank absorption fields function well, which typically indicate a low shrink-swell potential and a minimal adverse effect upon foundations due to expansive soils. As such, the expansion potential of the near surface soils would be "low."
- VI e) **Less Than Significant Impact.** The proposed Project is to install a water well and subsurface on-site disposal system. The septic system will need to be certified through the San Bernardino County Division of Environmental Health, meet all current standards, and obtain approval from the California Regional Water Quality Control Board, Lahontan Region. Based upon this review, potential impacts to subsurface wastewater disposal will be less than significant.

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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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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION *The following responses are based in part upon the California Emissions Estimator Model (CalEEMod) and Screening Tables completed for the Project. Please reference the Screening Tables document for further details (Appendix A).*

VII a) **Less Than Significant Impact.** In December September 2011, the County of San Bernardino adopted the "*Greenhouse Gas Emissions Reduction Plan*" ("GHG Plan"). The purpose of the GHG Plan is to reduce the County's internal and external GHG emissions by 15 percent below current (2011) levels by year 2020 consistent with State climate change goals pursuant to AB32. The GHG Plan has been designed in accordance with Section 15183.5 of the State CEQA Guidelines which provides for streamline review of climate change issues related to development projects when found consistent with an applicable greenhouse gas emissions reduction plan. The Plan was subsequently updated in March 2015

Section 5.6 of the GHG Plan identifies the procedures for reviewing development projects for consistency with the GHG Plan. The GHG Plan includes a two-tiered development review procedure to determine if a project could result in a significant impact related greenhouse gas emissions or otherwise comply with the GHG Plan pursuant to Section 15183.5 of the State CEQA Guidelines. The initial screening procedure is to determine if a project will emit 3,000 metric tons of carbon dioxide equivalent (MTCO₂E) per year or more. Projects that do not exceed this threshold require no further climate change analysis but are required to implement mandatory reducing measures in the project's conditions of approval.

A GHG emissions analysis conducted as part of the above referenced *Air Quality and Greenhouse Gas Analysis* estimated 63.75 tons per year of greenhouse gas emissions would be generated during construction and 2,055.2 tons per year during operations. The applicant also completed the Screening Table for the County's Greenhouse Gas Reduction Measures for Commercial Development. Projects that achieve 100 or more points are found consistent with the County's GHG Plan. The proposed Project identified a score of 122 points and, thus, consistent with the County's GHG Plan.

VII b) **Less Than Significant Impact.** As noted previously, the County of San Bernardino adopted the "*Greenhouse Gas Emissions Reduction Plan*" (GHG Plan). The specific objectives of the GHG Plan are as follows:

- Reduce emissions from activities over which the County has jurisdictional and operational control consistent with the target reductions of Assembly Bill (AB) 32 Scoping Plan;
- Provide estimated GHG reductions associated with the County's existing sustainability efforts and integrate the County's sustainability efforts into the discrete actions of this Plan;
- Provide a list of discrete actions that will reduce GHG emissions; and approve a GHG Plan that satisfies the requirements of Section 15183.5 of the California Environmental Quality Act (CEQA) Guidelines, so that compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to GHG emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

The GHG Plan identifies goals and strategies to obtain the 2020 reduction target. Reduction measures are classified into broad classes based on the source of the reduction measure. Class 1 (R1) reduction measures are those adopted at the state or regional level and require no additional action on behalf of the County other than required implementation. Class 2 (R2) reflects quantified measures that have or will be implemented by the County as a result of the GHG Plan. Class 3 (R3) measures are qualified actions that have or will be implemented by the County as a result of the GHG Plan.

As discussed above in Section VII a), the Project is not projected to exceed the 3,000 MTC2OE/YR screening threshold identified in the GHG Plan and will implement reduction measures that are consistent with the Screening Tables shown in the GHG Plan. Therefore, the Project is not in conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

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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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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <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 result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 Impact.** During site preparation and construction of the building and parking areas, transportation and disposal of hazardous materials and wastes will occur that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up will be sufficient to reduce potential impacts to a less than significant level.

If hazardous materials are proposed on-site for operational purposes in large quantities, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, as required by Health and Safety Code Section 25507, which requires a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Health and Safety Code Section 25503.

- VIII b) **Less Than Significant Impact.** The proposed 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 use or construction activity that might use hazardous materials will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. In addition as noted in the response to Section VIII a) above, if hazardous materials are proposed on-site for operational purposes in large quantities, they will be subject to permit and inspection by the Hazardous Materials Division of the County Fire Department, as required by Health and Safety Code Section 25507, which requires a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Health and Safety Code Section 25503.

Finally, safety procedures associated with such hazards shall be clearly posted and personnel shall be properly trained in these procedures. Adequate fire alarms, fire-fighting and fire suppression equipment and devices must be provided on-site in accordance with the requirements of the California Building Code and the California Fire Code.

- VIII c) **No Impact.** The proposed Project site is located within the Victor Valley Union High School District and Helendale School District. The Project site is approximately 1.2 miles and 0.63 acres southeast of Helendale Elementary School and Helendale Independence Charter Academy, also operated by the Helendale School District, respectively. The Charter Academy is an independent study program serving families with children from traditional kindergarten age through 12th grade. No existing or proposed schools are located within ¼ mile of the Project site. The identified distances are straight-line aerial distances and do not account for the circuitous roads or changes in elevation.
- VIII d) **No Impact.** The project site is not included on the list of hazardous materials sites compiled in accordance with Government Code No. 65962.5.

- VIII e) **No Impact.** The Project site is not 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. The nearest airport is Southern California Logistics Airport located approximately 8.25 miles to the southwest. The City of Victorville Safety Element contains the Comprehensive Land Use Plan (CLAP) for the airport. The CLAP identifies six safety zones related to the airport runways, aircraft approach and departure, turning areas, and airport traffic maneuvering areas. These zones are a significant distance from the Project site. The Project site is also not within an Airport Safety Review Area that includes a substantial portion of the High Desert area and is related to the low-altitude/high speed corridors designed for military aircraft use.
- VIII f) **No Impact.** The Project site is not within the vicinity or approach/departure flight path of a private airstrip.
- VIII g) **Less Than Significant Impact.** The proposed Project site intends to obtain access from both National Trails Highway and Vista Road, which are two-lane paved roadways adjoining the property to the east and north, respectively. As such, the proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The proposed Project will also not result in any substantial change to road design or capacity that would affect implementation of evacuation procedures nor result in any substantial increase in natural or man-made hazards that would increase the potential for evacuation. The intersection of National Trails Highway and Vista Road is a three-way stop and visibility from the Project site along each roadway is good. Based upon County vehicle counts, National Trails Highway had 5244 trips taken on 9/4/13 and Vista Road had 5959 trips taken on 3/18/14.

The *Traffic Impact Study, Helendale Route 66 Gas Station*, dated March 15, 2018, was completed by the applicant and estimated the proposed Project would generate 68 primary trips in the am peak hour and 80 during the pm peak hour. It is also estimated the number of daily Project related trips would be 2,357. Each of these factors are adjusted by 10%. The intersection of National Trails Highway and Vista Road currently has a Level of Service (LOS) B at AM peak hours and B at PM peak hours. Upon completion of project related improvements, including curb and gutter, southbound deceleration lane, and turn lanes, projected LOS for Year 2040 would change to LOS C at the intersection, and LOS B at each driveway on Vista Road and National Trails Highway. Conditions of approval will require these improvements to both National Trails Highway and Vista Road adjacent to the property.

VIII h) **Less Than Significant Impact.** The Project site is beyond the boundaries of the California Fire Hazard Severity Zone Map Update Project that delineates local and state areas of responsibility and urban and wildland interface areas. According to the County's LUSD Permit GIS Viewer, the Project site is not located within a Fire Safety Area. Implementation of appropriate Building and Safety and Fire Department requirements will ensure people or structures are not exposed to a significant risk of loss, injury or death involving wildland fires.

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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IX. HYDROLOGY AND WATER QUALITY - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| IX a) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| IX 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"/> |
| IX 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 which would result in substantial erosion or siltation on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| IX 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"/> |
| IX 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"/> |
| IX f) Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| IX 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"/> |
| IX 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"/> |
| IX 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"/> |

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

SUBSTANTIATION

IX a) **Less Than Significant Impact.** The proposed Project will not violate any water quality standards or waste discharge requirements, because the Project's design incorporates measures to diminish impacts to water quality to an acceptable level as required by state and federal regulations. Due to the location of the property a Water Quality Management Plan (WQMP) is not required. However, the applicant is required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and file a Notice of Intent with the Regional Water Quality Control Board to obtain coverage under the General Permit for *Discharges of Storm Water Associated with Construction Activity*, because the Project is greater than one acre. This provision is listed as a condition of approval for the Building and Safety Division prior to issuance of grading permits.

The proposed Project will also utilize an on-site subsurface septic system. This system would require approval from County Environmental Health Services (DEHS) as part of the standard review and approval process. Once approved it would then be sent to the Regional Water Quality Control Board for clearance.

IX b) **Less Than Significant Impact.** The proposed 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, because the project is to be served by a private well within the Alto TZ Basin of the Mojave Basin. (It should be noted that information for the Basin is listed as only Alto Basin. The TZ identification relates to the northern portion of the Alto Basin area referred to as the "Transition Zone". This area was created to "acknowledge local geology and to better understand the water flow from Alto to Centro." p. 1-9) According to the *2015 Urban Water Management Plan for Mojave Water Agency* (UWMP), prepared by the Mojave Water Agency, groundwater supplies can be maintained, even in multiple dry years. Based upon historical well data, groundwater levels have remained relatively constant. The Project site is within the boundaries of the Helendale Community Services District (CSD), according to mapping provided by the San Bernardino County Local Agency Formation Commission (LAFCO) and contact with the District. The applicant indicated a well exists on the property and a septic system will be used for on-site wastewater disposal. Helendale CSD Staff confirmed no water lines exist in the area and well water would be necessary.

Based upon a review of State well data available on-line from the State Water Resources Control Board, area wells were at a depth of less than 100 feet below ground surface. Groundwater data from State Well No. 08N04W31R001S located generally west-northwest of the Project site indicated groundwater at a depth of approximately 22.55 feet, based upon the latest available date. State Well No. 07N04W06F007S, located southwest of the Project site, indicated groundwater at a depth of approximately 10 feet. Groundwater depth for both locations was similar to identified historical depth. As such, the project will not adversely affect groundwater supplies.

The *2015 Urban Water Management Plan for Mojave Water Agency* indicates that “essentially all water supplies within MWA [Mojave Water Agency] are pumped from the local groundwater basins and historically groundwater levels generally had been declining for 50 years or more in many parts of the region.” (p. 3-19) However, the *Plan* also notes that “Alto Subarea water levels near the Mojave River are relatively stable exhibiting seasonal fluctuations with rising levels in winter and declining levels in summer. It is expected that under current pumping conditions and long-term average flows in the river, water levels in the Floodplain Aquifer will generally remain stable.” (p. 3-20)

At present the Mojave Basin Area is under an adopted Judgement to regulate groundwater extractions. A Watermaster has been assigned to monitor the Judgement. A Base Annual Production (BAP) has been established and a variable Free Production Allowance (FPA), which is a percentage of the BAP, has been established for each area. The 2014-2015 verified production of groundwater wells from the Alto Basin was less than the FPA. Should any water user pump more than their FPA in any year are required to buy replacement water equal to the amount extracted. This cost equates to paying the Watermaster to purchase imported water from the Mojave Water Agency or by temporarily transferring unused FPA from another party involved in the Judgement. Due to the ability to pump additional groundwater the potential effects of the proposed use would not adversely affect the Basin.

Development of the Project would result in the installation of new impervious surface coverage on the site since the property is currently vacant. However, a new storm water retention area is proposed along the northerly property line. As such, direct infiltration of runoff into the ground would increase under the Project design. This would have a less than significant impact on groundwater recharge in the Alto Basin.

- IX c) **Less Than Significant Impact.** The Project site has a slight topographic change, generally decreasing from south to north. An infiltration basin is proposed in the northwest corner of the project site on the low side of the property. The basin will be designed to meet the requirements of the Regional Water Quality Control Board through the submittal of a Storm Water Pollution Prevention Plan (SWPPP) and the filing of a Notice of Intent.

As such, there would be no significant alteration of the site’s existing drainage pattern which would be directed towards the basin area and, as a result, there would not be any significant increases in the rates of erosion or siltation on or off site due to the design of the basin area.

- IX d) **Less Than Significant Impact.** No increase in runoff flow rates and volumes is anticipated in the developed condition due to the existing impervious surface areas that generally reflect the proposed design. An infiltration basin is proposed in the northwest corner of the project site. The proposed infiltration basin would accept the concentrated flows from the Project site and discharge flow onto Vista Road. The County Public Works Department will review the final drainage plan prior to construction of the project. Based on the analysis above, there would be no significant alteration of the site’s existing drainage pattern and there would not be any significant increases in flooding on or off-site and no mitigation measures are required.

- IX e) **Less Than Significant Impact.** As discussed under Section IX d) above, an infiltration basin will be located in the northwest corner of the project site adjacent to Vista Road for water quality treatment and acceptance of concentrated flows. With completion of the project design, there would be no significant alteration of the existing drainage pattern and there would not be any additional sources of pollution runoff.
- IX f) **Less Than Significant Impact.** There are no conditions associated with the proposed Project that could result in the substantial degradation of water quality beyond what is described above in the responses to Sections IX a), IX c), and IX e).
- IX g) **No Impact.** The proposed Project will not 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, because the Project does not propose housing and is not within a designated flood hazard area as shown on *San Bernardino County's General Plan Hazard Overlays Map* and FEMA FIRM Panel No. 06071C5150J.
- IX h) **No Impact.** The proposed Project will not place structures within a 100-year flood hazard area which would impede or redirect flood flows, because the site is not within an identified FEMA designated flood hazard area as shown on *San Bernardino County's General Plan Hazard Overlays Map* and FEMA FIRM Panel No. 06071C5150J.
- IX i) **No Impact.** According to the *County of San Bernardino Hazards Overlay Map* the Project site and surrounding area is not located within a designated dam inundation area. The Project would 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, as no levee or dam is located in the vicinity of the project. Flooding is a potential concern along the Mojave River, as noted on the County's Hazard Mapping. However, this mapping does not identify potential flooding easterly of the railroad tracks, which are located approximately 600 feet west of the Project site. This mapping is consistent with FEMA FIRM (Flood Insurance Rate Map) Panel Number 06071C5150J, Zone X, which is generally defined as areas with a 0.2% chance of flooding or within the 500-year flood plain.
- IX j) **No Impact.** The proposed 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. Based on the responses to Issues VI a) and VI c) of this Initial Study Checklist, the Project site is not located in an area prone to landslides, soil slips, or slumps. Therefore, the proposed Project would have no impacts from seiche, tsunami, or mudflows.

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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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 checked="" type="checkbox"/> | <input 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 site is currently unimproved and will not physically divide an established community, because the Project site is located at the intersection of two paved roadways, each of which carry over 5,000 vehicle per day. Parcels adjoining and near the property are improved. Therefore no impact will occur.
- X b) **Less Than Significant Impact.** The purpose of the proposed Project is to develop the property with a convenience store, fast food restaurant, and gasoline dispensing area. This type of use is permitted in the CG (General Commercial) land use district, subject to a Conditional Use Permit. However, the Project site is currently designated RL (Rural Living). The Project application includes a General Plan Amendment to change the Land Use District from RL to CG. Approval of the General Plan Amendment would provide consistency with the General Plan Land Use Zoning District.

The locational criteria specified in the General Plan for CG (General Commercial) Land Use Zoning District is as follows:

- Concentrated retail business and service areas that supply daily community commercial needs.
- Areas of retail commercial uses in central business districts providing local and regional trade services.
- Areas adjacent to a major arterial street, highway, or freeway or at the intersection of two major arterial streets.

The Helendale area is generally recognized as a rural community with no centralized commercial core. The predominate development is Sliver Lakes development, which is a typical single family residential development located within the Helendale area, but encompasses only a portion of the community. The area is far removed from adjoining cities and beyond the sphere of influence of the Cities of Adelanto, Victorville, and Barstow.

However, several commercial areas exist in the Helendale area and major roadways traverse the project site. One commercial area includes a neighborhood style development adjacent to Silver Lakes, which is a large residential subdivision. Another area is north and west of the Project site adjoining Vista Road and includes some retail uses on both sides of the street, with the northerly side of the street designated CG (General Commercial). Along National Trails Highway, to the south of the subject property, is a small commercial development on land designated RL (Rural Living).

National Trails Highway is a Major Divided Highway, 120 feet right of way, and Vista Road is Secondary Highway, 88 feet right of way. A Major Divided Highway has the same right of way width as a Major Arterial and a similar design capacity, 40,000 and 45,000, respectively. National Trails Highway functions as the major thoroughfare through the area linking it with the City of Barstow to the north and the Victorville/Hesperia area to the south, and was formerly known as Route 66. Vista Road, which intersects National Trails Highway, acts as the principle access to the Silver Lake development and has several businesses along the roadway across the street from the property and just west of the subject property. Due to the isolated located of Helendale, both roadways function as major arterial roadways and link the existing commercial development with the region. As such, a change from RL to CG would be consistent with the intent of the General Plan.

As demonstrated throughout this Initial Study Checklist, the proposed Project would otherwise not conflict with any applicable goals, objectives, and policies of the General Plan, San Bernardino County Development Code or any plans whose purpose is to avoid or mitigate an environmental effect. The proposed Major Variance is to reduce the front and street side yard landscape setback from 25 feet to 10 feet due to physical site constraints and is unrelated to environmental issues. In all instances where significant impacts have been identified, compliance with mandatory requirements or mitigation measures are provided to reduce each impact to less than significant levels.

- X c) **No Impact.** The Project site is not located within any habitat conservation plan or natural community conservation plan, therefore no conflict will occur.

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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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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

XI a) **No Impact.** The Project site is improved with compacted soil. No native and non-native vegetation exist on-site at this time. The Project site is approximately 1.7 acre in size and abuts two publically maintained roadway. The area is identified as MRZ-3a (may contain significant aggregate deposit), based upon *Mineral Land Classification Map, Concrete Aggregate Resources, Barstow-Victorville Area*, completed by the State Geologist. No mines, oil or gas wells, or other resource extraction activity occurs on the property nor is it known to have ever occurred on the property or in the area. Due to the size of the property and proximity of residential and commercial uses, it is unlikely mineral extraction would occur on the subject property.

Based on the above analysis, there is no impact related to the loss of known or valuable mineral resources.

XI b) **No Impact.** 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 and the property has been improved and utilized in a manner similar to that proposed.

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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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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne 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 checked="" type="checkbox"/> | <input 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):

XII a) **Less Than Significant With Mitigation Incorporated.** There are no known unusual or loud noises that would occur on the property on a regular basis. Primary noise sources near the site include vehicle/truck noise from National Trails Highway and Vista Road. Construction of the proposed use would result in an increase in noise levels above existing levels. The surrounding properties to the east, west, and south are designated RL (Rural Living). The property to the north is one large parcel, a portion of which is developed with commercial uses and designated CG (General Commercial). The closest residence is approximately 15 feet to the west on a parcel that includes commercial businesses.

Construction Noise

The most significant source of short-term noise impact is related to noise generated during construction activities on the Project site which would result in potential noise impacts to the residence located to the west of the Project's westerly boundary.

Construction is performed in discrete steps, each of which has its own mix of equipment and consequently its own noise characteristics. Thus, noise levels will fluctuate depending upon the construction phase, equipment type, duration of equipment use, distance between the noise source and receptor, and the presence or absence of noise attenuation structures. As shown on Table 8 below, noise levels generated by heavy construction equipment can range from approximately 75 dBA to 99 dBA when measured at 50 feet.

Table 8. Typical Construction Equipment Noise Levels

Type of Equipment	Range of Sound Levels Measured (dBA at 50 feet)
Pile Drivers	81 to 96
Rock Drills	83 to 99
Jack Hammers	75 to 85
Pneumatic Tools	78 to 88
Pumps	68 to 80
Dozers	85 to 90
Tractors	77 to 82
Front-End Loaders	86 to 90
Graders	79 to 89
Air Compressors	76 to 86
Trucks	81 to 87

Source: "Noise Control for Buildings and Manufacturing Plants", Bolt, Beranek & Newman, 1987, as cited in the General Plan EIR.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during the grading phase. A likely worst-case construction noise scenario during grading assumes the use of construction equipment operating at 50 feet from the nearest sensitive receptor. Although a business operates on the adjoining property to the west, a residence also exists on the property within approximately 15 feet of the property line of the proposed use.

Construction activities on the project site, especially those involving heavy equipment, would initially create intermittent, short-term noise increases affecting sensitive receptors in the vicinity of the project site, representing a temporary effect on ambient noise levels. Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 50 feet have the potential to reach 90 dBA Leq and 92 dBA Lmax. Noise levels for the other construction phases would be lower and range between 85 to 90 dBA. Noise levels typically decrease at a six decimal rate for each doubling of distance. Soft site conditions, such as grass, soft dirt or landscaping further absorb sound, which decrease noise levels another 1.5 dB per doubling of distance. Due to the lack of vegetation and other structures, it is assumed that no interruption in the standard noise propagation rate would occur. The County's Development Code, Section 83.01.080 (g) exempts temporary construction noise from adopted standards. However, due to the distance to the closest sensitive receptor, it is expected that construction activities would result in significant noise levels.

Although the County's noise regulations assist in reducing potential noise impacts during short-term project construction activities, the proximity of the adjoining residential structure would necessitate additional measures to further reduce the level of impact. Providing appropriate screening to reduce noise levels along a portion of the westerly property line would reduce impacts to a less than significant level. Implementation of Mitigation Measure NOI-1 listed below ensures that additional noise attenuation measures are incorporated into the Project's construction plans to minimize the noise exposure to nearby sensitive receptors to the maximum extent feasible consistent with CEQA practice.

Mitigation Measure NOI-1. Construction Noise. Prior to grading permit issuance, the County shall verify that the following mitigation measures are included on the Grading and Building plans:

"Note 1: Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site."

"Note-2: Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the County adopted noise standards: Temporary construction, maintenance or demolition activities shall only be conducted between the hours of 7:00 a.m. and 7:00 p.m. However, this exemption does not apply on Sundays and national holidays."

"Note-3: Sound Attenuation. A noise blanket or other appropriate device shall be erected eight feet high along that portion of the westerly property line near the existing residence to reduce potential noise levels. The blanket or other device is to be capable of a 15 decimal decrease in noise levels."

“Note-4: Equipment Staging. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.”

Operational Noise

Operational noise will result from vehicle traffic generated by the project as well as on-site operational noise from loading and unloading activities, landscape, and human activity. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible. Therefore, an increase of more than 5 dBA is considered significant.

The provisions in Section 83.01.080 of the County of San Bernardino County Development Code establish standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses. The applicant has proposed a six-foot high block wall along the westerly property line. Construction of this wall and adherence to these mandatory standards will ensure that the project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As such, impacts are considered less than significant.

- XII b) **Less Than Significant Impact.** Construction equipment may result in vibration levels that are considered annoying at nearby sensitive receptors when the most vibration causing equipment is within 100 feet. As a standard condition of approval, the project will be conditioned to comply with the vibration standards of the County Development Code. This standard measure would reduce potential impacts to less than significant.
- XII c) **Less Than Significant Impact.** As noted in the response to Issue XII a) above, the increased level of operational noise from the proposed Project will be less than significant with mandatory compliance with County Development Standards. These standard measures would reduce potential impacts to less than significant.
- XII d) **Less Than Significant Impact With Mitigation Incorporated.** As noted in the response to Issue XII a) above, the increased level of noise from the project will be less than significant with implementation of Mitigation Measures NOI-1 (Construction Noise). Therefore, the project will not result in a substantial temporary increase in ambient noise levels in the Project vicinity above levels existing through the imposition of the previously identified mitigation measures.
- XII e) **No Impact.** The Project site is not 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. The nearest airport is Southern California Logistics Airport located approximately 8.25 miles to the southwest. As such, no impact would occur as a result of the proposed Project because it would not expose people residing or working in the project area to excessive noise levels.
- XII f) **No Impact.** As noted above, the Project site is not located within an airport land use plan or within two miles of a public or private airport. The nearest airport is Southern California Logistics Airport located approximately 8.25 miles to the southwest. As such, no impact would

occur as a result of the proposed Project because it would not expose people residing or working in the project area to excessive noise levels.

No significant adverse impacts are identified or anticipated with the inclusion of identified mitigation measures.

Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
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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 Impact.** The proposed Project would not directly result in population growth, because it does not propose any residential dwelling units. The proposed Project is a General Plan Land Use Zone change from RL (Rural-Living) to CG (General Commercial) and involves a convenience store, fast food operation, and gasoline dispensing facility tailored to the needs of commuters and area residents. A Project of this size and type located adjacent to an existing highway (Route 66) is not expected to create an additional need for housing.

Typically, population growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. The Project site will be developed for retail uses and gasoline dispensing and will not require the extension of any new roads or infrastructure to serve the Project, because the site is already bordered by two paved roadways and has electrical service available to the property. An on-site well and septic system will be utilized.

XIII b) **No Impact.** The proposed use will not displace substantial numbers of existing housing units, necessitating the construction of replacement housing, because the site is proposed for commercial use and does not contain housing units.

XIII c) **No Impact.** The proposed use will not displace substantial numbers of people, thereby necessitating the construction of replacement housing elsewhere, because the site is commercially related and does not contain housing units.

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 Impact.**

Fire Protection: The nearest fire station is County Fire Harvard Station # 4 located at 27089 Helendale Road, approximately 1.0 miles to the northwest, measured in a direct line distance. The Station is manned full-time with one Type 1 fire engine, one Type 6 Brush Patrol Truck, and a water tender. The proposed use will need to provide an on-site water storage tank connected to the existing water well to provide water for adequate fire suppression capability. The operation could utilize interior water sprinklers that would enable the applicant use to reduce the size of the water tank.

To offset the increased demand for fire protection services, the proposed Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, potential use of fire sprinklers, a fire hydrant system or adequate connection to a water tank, paved access, secondary access routes, and adequate on-site water storage capacity.

Police Protection: The San Bernardino County Sheriff Department provides the police protection for unincorporated areas of San Bernardino County. The closest area station is in the Victor Valley Station in Adelanto, approximately 11.5 miles from the Project site and provides services to Adelanto, Helendale, Oro Grande, Silver Lakes, El Mirage, Spring Valley Lake, Oak Hills, Wrightwood, and the unincorporated areas of Victor Valley. The proposed Project demand on police protection services would not be significant on a direct basis as a retail store located along a major route, National Trails Highway (Route 66). As such, the Project would not create the need to construct a new police station or physically alter an existing station, because the property includes an existing building that was previously used as a use similar to that proposed.

Schools: The proposed Project site is located within the Victor Valley Union High School District and Helendale School District. The Project site is approximately 1.2 miles southeast of Helendale Elementary School. Helendale Independence Charter Academy, also operated by the Helendale School District, is approximately 0.63 miles northwest of the Project site. The Charter Academy is an independent study program serving families with children from traditional kindergarten age through 12th grade. No existing or proposed schools are located within ¼ mile of the Project site. The identified distances are straight-line aerial distances and do not account for the circuitous roads or changes in elevation. A commercially related operation of this type would not create an additional need for housing that would directly increase the overall population of the District's attendance area and generate additional students to be served by the School District. However, the proposed Project would be required to contribute fees to the Helendale School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for project related impacts to school services.

Parks: The Project will not create a demand for additional park service in that the Project is a commercial related operation and no housing is proposed.

Other Public Facilities: As noted above, development of the proposed Project would not result in a direct increase in population. As such, the Project would not increase the demand for public services, including public health services and library services, which would require the construction of new or expanded public facilities.

Based on the above analysis, the proposed Project will not result in substantial adverse physical impacts associated with the provision of 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. Construction of the Project will increase property tax revenues to provide a source of funding that is sufficient to offset increases in the anticipated demands for public services generated by this project.

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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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.** The proposed 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, because the Project will not generate new residential units and the impacts generated by the employees of this Project will be minimal.
- XV b) **No Impact.** The proposed Project is a commercial related facility and does not include recreational facilities open to the public or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

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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XVI. TRANSPORTATION/TRAFFIC - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Exceed, either individually or cumulatively, a level of service standard 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION *The following responses are based in part on Updated Traffic Impact Study – Helendale Route 66 Gas Station, dated March 15, 2018, prepared by David Evans and Associates, Inc. Please reference that document for further details (Appendix A).*

XVI a) Less Than Significant Impact.

Project Trip Generation

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. Traffic Impact Study, dated March 15, 2018, estimated the proposed Project would generate 2,357 daily vehicle trips, with 146 occurring during the morning evening peak hour and 168 during the evening peak hour. This count includes internal capture factors that reduce double counting of vehicle trips that would utilize both the convenience market and fuel dispensing components of the use, thereby reducing daily trip rates 10%.

Traffic engineers use a “level of service” scale from A to F to describe the quality of traffic flow on roadways. The Traffic Study noted that all roadways in the study area will operate at a level of service (LOS) C or better when the Project was originally scheduled to open for business in Year 2017 and in the forecasted year of 2040, with required intersection improvements. This LOS is within County of San Bernardino standards.

Project Improvements

The Study further noted the following conditions with and without the proposed Project:

- Existing, plus proposed Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours.
- Opening Year (2017), without Project traffic conditions, the study area intersections were projected to operate at an acceptable level of service during the peak hours.
- Opening Year (2017) with Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours. Proposed Project improvements include restriping the eastbound approach on Vista Road at the intersection of National Trails Highway and Vista Road to provide a left turn lane and a right turn lane. Additional improvements include extending the northbound two-way left turn lane along National Trails Highway back to the proposed driveway on National Trails Highway.
- Year 2040, without Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours.
- Year 2040, with Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours, with installation of intersection improvements referenced above.
- Traffic signals are not projected to be warranted at any study area intersections for Year 2040 with Project traffic conditions.

Transit Service Analysis

The Project site is currently served by the Victor Valley Transit Authority, with Routes 22 and 28 extending along Vista Road and then either south to Victorville or north to Barstow along National Trails Highway, respectively. The proposed Project does not intend to construct any improvements that would interfere with future bus service. As such, the Project as proposed will not conflict with an applicable plan, ordinance or policy applying to transit services.

Bicycle & Pedestrian Facilities Analysis

The proposed Project does not intend to construct any improvements that will interfere with bicycle and pedestrian use. Pedestrian and bicycle access will be available to the Project site along Vista Road and National Trails Highway adjacent to the property, although no bicycle lanes exist. Therefore, the Project will not conflict with an applicable plan, ordinance or policy applying to non-motorized travel.

- XVI b) **Less Than Significant Impact.** The proposed 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 the Project is not projected to generate a significant amount of vehicle trips per day that would reduce the LOS to less than level "C". The *San Bernardino County Congestion Management Program (CMP), 2016 Update*, does not identify either Vista Road or National Trails Highway as a CMP designated roadway.

- XVI c) **No Impact.** The Project site is located approximately 8.25 miles to the northeast of the Southern California Logistics Airport. The proposed Project site would not alter air traffic patterns and would therefore not result in substantial safety risks. The Project site is also not within an Airport Safety Review Area that includes a substantial portion of the High Desert area and is related to the low-altitude/high speed corridors designed for military aircraft use. Safety Review Area AR4 exists approximately 2.2 miles west of the Project site and west of the Silver Lakes residential development area.
- XVI d) **Less Than Significant Impact.** The proposed Project will not substantially increase hazards due to a design feature or incompatible uses, because the Project site is adjacent to Vista Road and National Trails Highway, which are paved roadways, and the proposed roadway improvements associated with the Project would meet County Standards. In addition, the Project is a commercial related use located in an area that includes commercial uses and would not create a hazard due to the establishment of an incompatible use (e.g., farm equipment). The area is relatively flat and no significant visual obstructions exist that would recreate a potential hazard.
- XVI e) **Less Than Significant Impact.** The proposed Project will be accessible via Vista Road and National Trails Highway. The Project site plan provides adequate fire department access and turning radii entering the site and within the site to accommodate trailer trucks. Therefore, the Project would have adequate emergency access that would result in a less than significant impact.
- XVI f) **Less Than Significant Impact.** The Project is located adjacent to Vista Road and National Trails Highway which are paved roadways and will be further improved by the project. Therefore, access for alternative transportation (i.e., public transit, pedestrian, bicycle) can be accommodated and the Project will not decrease the performance of existing alternative transportation facilities or be in conflict with policies, plans, or programs supporting alternative transportation.

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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XVII. TRIBAL CULTURAL RESOURCES - Will the project:

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?

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

ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

SUBSTANTIATION:

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Public Resources Code section 21082.3(c) also contains provisions specific to confidentiality.

i) **Less than Significant Impact.** The Project site is currently vacant, except for a small wood shed enclosing a water tank. Area Tribes were contacted as provided by AB 52. Two responses were received from the Twenty-Nine Palms Band of Mission Indians indicating they do not have any specific concerns for the Project and the San Manuel Band of Mission Indians who requested the digging of test pits to determine potential significance. As noted in the Cultural Resources section of this Initial Study six test pits were dug and no historical or archaeological resources were identified. San Manuel was provided a copy of the *Cultural/Paleontological Resource Assessment (Assessment)*, dated December 27, 2017, prepared by Duke CRM, which referenced the records search, field investigation, and test pits. The Tribe was pleased with the report and indicated in an e-mail, dated January 16, 2018, that they "no longer have reason to believe this project location is cultural sensitive and I do not recommend any further field work or monitoring during construction for this project." They did request inclusion of language related to finding human remains or significant historical resources. This language has been incorporated into the conditions of approval.

- ii) **Less than Significant Impact.** Section 5024.1 (c) of the California Public Resources Code provides that an historical resource can be listed in the California Register if it meets any of the following criteria:
- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
 - Is associated with the lives of persons important in our past.
 - Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
 - Has yielded, or may be likely to yield, information important in prehistory or history.

The property is vacant, with the exception of a small wooden structure enclosing a water tank. The *Assessment* completed for the property found that "a historic shed, is likely associated with the residences immediately west of the Project is not eligible for the CRHR/NRHP." (p. 6) "This finding is based largely upon the property's overall lack of association with the National Trails Highway during its primary period of use, and ultimately, significance to the motoring public. Nor does the property have direct association with the Small Tracts Act of 1938." (p. 6) "No evidence was found to support a finding that the property contains archaeological data of significance." (p. 6)

Subsurface testing pits were dug and no cultural resources were found. Due to this effort, in addition to a records search and field survey, it is unlikely that historical resources would exist. However, as noted in Section V Cultural Resources, the San Manuel Tribe requested language be included as a condition of approval should an inadvertent find occur. Based upon these factors, the potential for Tribal resources is less than significant

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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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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 utilize on-site septic disposal and well water. According to a conversation with Helendale Community Services District Staff on April 18, 2018, no water lines exist near the Project site. As noted above in Section IX a) the proposed Project would require the review and approval of County Environmental Health Department and the Regional Water Quality Control Board. Due to the use of this standard review and approval process the potential to exceed the applicable discharge requirements would be minimal and the impacts would be less than significant.

- XVII b) **No Impact.** The proposed Project will utilize a water well and on-site septic system. These improvements would not require construction of new water or wastewater facilities. As such, no impacts would occur to existing water or wastewater systems.
- XVII c) **Less Than Significant Impact.** The proposed Project would construct an on-site water retention basin in the northwesterly portion of the property. As previously noted in the response to Section IX a), implementation of the Project would not increase peak runoff flows from the property above existing levels. Therefore, the proposed Project would not require the expansion of any offsite existing storm water drainage facilities.

The construction of drainage facilities as proposed would result in physical impacts to the surface and subsurface of the Project site. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study Checklist. In instances where significant impacts may have been identified for the Project's construction phase, standard actions/measures or specific mitigation measures related to this Project site are recommended in each applicable subsection of this Initial Study Checklist to reduce impacts to less than significant levels.

As such, the construction of on-site storm water retention area to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study Checklist. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study Checklist would not be required.

- XVII d) **Less Than Significant Impact.** Water will be provided by an on-site well. As noted in Section IX of this Initial Study, adequate groundwater supplies exist within the Alto Basin for the development of additional land uses. Please refer to Section IX b) for further information. Therefore, the proposed Project will have sufficient water supplies available to serve the use from existing entitlements and resources, and no new or expanded entitlements are needed.
- XVII e) **No Impact.** The proposed use will not utilize an existing wastewater treatment plant, but an underground septic system. Section IX a) has outlined the standard review and approval process associated with the septic system. Since the proposed Project would not connect to an existing wastewater treatment facility, the Project would not affect such a system and no further evaluation is warranted.
- XVII f, g) **Less Than Significant Impact.**

Construction Waste

County of San Bernardino, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects required to submit a Construction and Demolition Solid Waste Management Plan (waste management plan).

Effective January 1, 2011, the California Green Building Standards Code (CALGreen) requires all newly constructed buildings, including low-rise residential and most non-residential commercial projects, to develop a waste management plan and divert a minimum of 50% of the construction waste. This factor has been recently increased to 65%.

The waste management plan consists of two parts which are incorporated into the Conditions of Approval (COA's) for County Planning and Building & Safety. Part I requires projects to estimate the amount of tonnage to be disposed and diverted during construction. Part II requires projects to show what tonnage was actually diverted and disposed. Disposal/diversion receipts or certifications are required as a part of that summary. At this time Burrtec is the franchisee waste hauler for the area.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan will ensure that impacts related to construction waste will be less than significant.

Operational Waste

Based on a waste generation factor of 13/lbs./1000 sf/day for commercial use obtained from one of the samples listed on the State of California CalRecycle Website, the proposed Project would generate approximately 140 pounds of waste per day or 25.6 tons of waste per year.

The closest landfill to the Project site is the Barstow Sanitary Landfill operated by the County of San Bernardino. According to the CalRecycle website accessed on April 18, 2018, the Barstow Landfill had a remaining capacity of 71,481,660 cubic yards and is estimated to remain open until 2071. Therefore, there is sufficient permitted capacity to accommodate the Project's solid waste disposal needs for the foreseeable future.

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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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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

XVIII a) **Less Than Significant Impact with Mitigation Incorporated.** The following apply to the project and would reduce impacts relating to this issue:

Mitigation Measures Bio-1 and Bio-2, and CR-1.

Impact Analysis

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study Checklist. Potential biological impacts to common ravens, as expressed by U.S. Fish and Wildlife Services, and desert tortoises, as expressed by California Department of Fish and Wildlife, along with potential impacts to paleontological resources were identified and mitigation measures were recommended to reduce impacts to those species and resources to levels that are less than significant.

XVIII b) **Less Than Significant Impact.**

Impact Analysis

As discussed throughout this Initial Study Checklist, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable.

In instances where potentially significant impacts have been identified, Mitigation Measures would be listed to reduce impacts to less than significant levels. However, no significant effects were identified for the proposed Project related to cumulative effects. Therefore, the project would not contribute to environmental effects that are individually limited, but cumulatively considerable.

XVIII c) **Less Than Significant Impact With Mitigation Incorporated.** The following apply to the project and would reduce impacts relating to this issue:

Mitigation Measure NOI-1.

Impact Analysis

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study Checklist document.

In instances where impacts have been identified, the Mitigation Measure listed above is required to reduce impacts to less than significant levels. Therefore, the proposed Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

Therefore, 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 or appropriate mitigation measures have been made by or agreed to by the project proponent. No significant adverse impacts are identified or anticipated. A Mitigated Negative Declaration will be prepared.

XVIII. MITIGATION MEASURES

(Any mitigation measures, which are not 'self-monitoring', shall have a Mitigation Monitoring and Reporting Program prepared and adopted at time of project approval. Condition compliance will be verified by existing procedure. (CCRF).

Biological Resources

BIO-1: The refuse storage area shall be architecturally compatible in color and design and shall be enclosed by a six-foot high masonry wall, roofed and sides sealed with a chain link mesh or similar material to mitigate the entry of birds and gated with steel gates.

BIO-2: Potential impacts to desert tortoises can be avoided if tortoise fencing is installed around the property and maintained throughout the construction period and clearance surveys are completed prior to grading or grubbing the site.

Cultural Resources

CR-1

- a) The applicant shall retain a San Bernardino County qualified paleontologist who meets County's requirements for paleontologists.*
- b) The qualified paleontologist shall be on-site at the pre-construction meeting to discuss monitoring protocols.*
- c) A paleontological monitor, working under the direct supervision of the qualified paleontologist, shall be on-site to observe ground disturbing activities below six feet in depth from the surface. If no paleontological resources are observed after 50 percent of ground disturbance is complete, paleontological monitoring may be reduced to part-time or spot-checks.*
- d) The paleontological monitor shall be empowered to temporarily halt or redirect excavation efforts if paleontological resources are discovered.*
- e) In the event of a paleontological discovery the monitor shall flag the area and notify the construction crew immediately. No further disturbance in the flagged area shall occur until the qualified paleontologist has cleared the area.*
- f) The qualified paleontologist shall quickly assess the nature and significance of the find. If the specimen is not significant it shall be quickly removed and the area shall be cleared.*
- g) If the discovery is significant the qualified paleontological shall notify the applicant and the County immediately.*
- h) In consultation with the applicant and the County the paleontologist shall develop a plan of mitigation which likely include salvage excavation and removal of the find, removal of sediment from around the specimen (in the laboratory), research to identify and categorize the find, curation of the find in the local qualified repository, and preparation of a report summarizing the find.*

Noise

Mitigation Measure NOI-1. Construction Noise. Prior to grading permit issuance, the County shall verify that the following mitigation measures are included on the Grading and Building plans:

"Note 1: Construction Equipment Controls. During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating

and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site."

"Note-2: Noise Ordinance. To minimize potential impacts to adjacent sensitive receptors, project construction shall only be performed during the hours construction activities are exempt from the Glen Helen Specific Plan noise standards: Temporary construction, maintenance or demolition activities shall only be conducted between the hours of 6:30 a.m. and 8:00 p.m. However, this exemption does not apply on Sundays and national holidays.

Note 3: Sound Attenuation. A noise blanket or other appropriate device shall be erected eight feet high along that portion of the westerly property line near the existing residence to reduce potential noise levels. The blanket or other device is to be capable of a 15 decimal decrease in noise levels."

"Note-4: Equipment Staging. The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction."

GENERAL REFERENCES

Alquist-Priolo Special Studies Zone Act Map Series

California Department of Conservation, <http://www.conservation.ca.gov/>, for agricultural land, Williamson Act, and mineral resource information

California Department of Water Resources, <http://www.water.ca.gov/waterdatalibrary/>, for water wells.

CalRecycle, State of California, <http://www.calrecycle.ca.gov/>, for landfill information.

CEQA Guidelines, Appendix G

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, 2007

County of San Bernardino Hazards Map, EH22B, Helendale.

County of San Bernardino Geologic Hazard Map, EHFHC, Helendale.

Environmental Impact Report, San Bernardino County General Plan, 2007

Federal Emergency Management Agency, Flood Insurance Rate Map Number 06071C5150J.

San Bernardino County Transportation Authority, San Bernardino County Congestion Management Program (CMP), 2016 Update

Mojave Desert Air Quality Management District California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, August 2016

Mojave Water Agency, 2015 Urban Water Management Plan

State Water Resources Control Board; https://www.waterboards.ca.gov/gama/geotracker_gama.shtml

PROJECT SPECIFIC REFERENCES

Air Quality and Greenhouse Gas Analysis, Route 66 Market & Gas Station Project, LSA Associates, Inc., May 2017.

Cultural/Paeolontological Resources Assessment for the Route 66 Market and Gas Project, Duke CRM, December 27, 2017.

Focused Survey for Agassiz's Desert Tortoise, Habitat Assessments for Burrowing Owl and Mohave Ground Squirrel, and General Biological Resource Assessment, Circle Mountain Biological Consultants, Inc., June 2016

GHG Screening Table, Commercial Development.

Traffic Impact Study, Helendale Route 66 Gas Station, Updated Report, David Evans and Associates, March 15, 2018.

Updated Biological Survey, APN 0467-101-12, Helendale, CA, Circle Mountain Biological Consultants, Inc., October 30, 2017.