

**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:	0539-223-03
APPLICANT:	Chris Sabbah, Capstone Builders
COMMUNITY:	YERMO/1ST SUPERVISORIAL DISTRICT
LOCATION:	EAST SIDE OF HARVARD ROAD, NORTH OF SOUTHBOUND 1-15 FREEWAY EXIT AND SOUTH OF HACIENDA ROAD IN THE YERMO AREA
PROJECT No:	P201600545
STAFF:	JIM MORRISSEY, CONTRACT PLANNER
REP(S):	Brad Robertson, Robertson Design Group
PROPOSAL:	CONDITIONAL USE PERMIT TO RENOVATE AN EXISTING STRUCTURE FORMERLY USED AS A CONVENIENCE STORE AND GAS STATION TO ALSO INCLUDE A VEHICLE DRIVE-THROUGH FOR FOOD AND DRINKS AND A MINOR VARIANCE TO REDUCE THE FRONT YARD LANDSCAPE SETBACK FROM 25 FEET TO 15 FEET AND THE NORTH SIDE YARD SETBACK FROM 10 FEET TO 7.5 FEET.

USGS Quad: SAN BERNARDINO, CALIF.
T, R, Section: T1N, R3E, Section: 14

Planning Area: YERMO

OLUD: CR (Rural Commercial)

Overlays: Biological Resources Overlay
FEMA ZONE D-Flood Hazard
Possible but Undetermined
AR 4 - Flight Safety Corridor

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) 387-4434
E-mail: Jim.Morrissey@lus.sbcounty.gov

Fax No: (909) 387-4234

Project Sponsor: Chris Sabbah
Capstone Builders
30707 E. Sunset Drive South
Redlands, CA 92373

Phone No: (909) 583-4598
E-mail: ASabbah3@aol.com (applicant)

Fax No: N/A

PROJECT DESCRIPTION:

A Conditional Use Permit to renovate an existing structure formerly used as a 3,684 sq. ft. convenience store and gas station, which will include a coffee shop with a drive-through and a fueling area with five fueling islands (10 fueling points total) under a new canopy, designated CR (Rural Commercial) on approximately 1 acre. A Minor Variance is also requested to reduce the front yard

landscape setback from 25 feet to 15 feet along Harvard Road and the north side yard setback from 10 feet to 7.5 feet. Harvard Road has an existing half width right of way of 40 feet on the subject property side, which is 10 feet wider than the typical Local Street 30 foot half width design standard for this roadway.

ENVIRONMENTAL/EXISTING SITE CONDITIONS:

AREA	EXISTING LAND USE	OFFICIAL LAND USE DISTRICT
Site	Abandoned structure.	CR (Rural Commercial)
North	Vacant, unimproved	CR (Rural Commercial)
South	Vacant, unimproved	CR (Rural Commercial)
East	Vacant, unimproved	CR (Rural Commercial)
West	Vacant, unimproved	CR (Rural Commercial), RL (Rural Living) to the southwest

The subject parcel has an existing structure, formerly used as a convenience store and gas station. The site is improved with pavement and concrete.

The parcel contains no natural vegetation. The site has been heavily disturbed by human activities. The property is relatively flat, with very little site variation. Access to the site is provided by Harvard Road, which is a paved 2-lane roadway. The property also adjoins the southbound I-15 off-ramp, but no access is available from this roadway. There is no curb, gutter, or sidewalk along Harvard Road or the I-15 off-ramp adjacent to the site.

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

Federal: None; State of California: None; County of San Bernardino: Land Use Services - Building and Safety, Planning, Land Development, 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

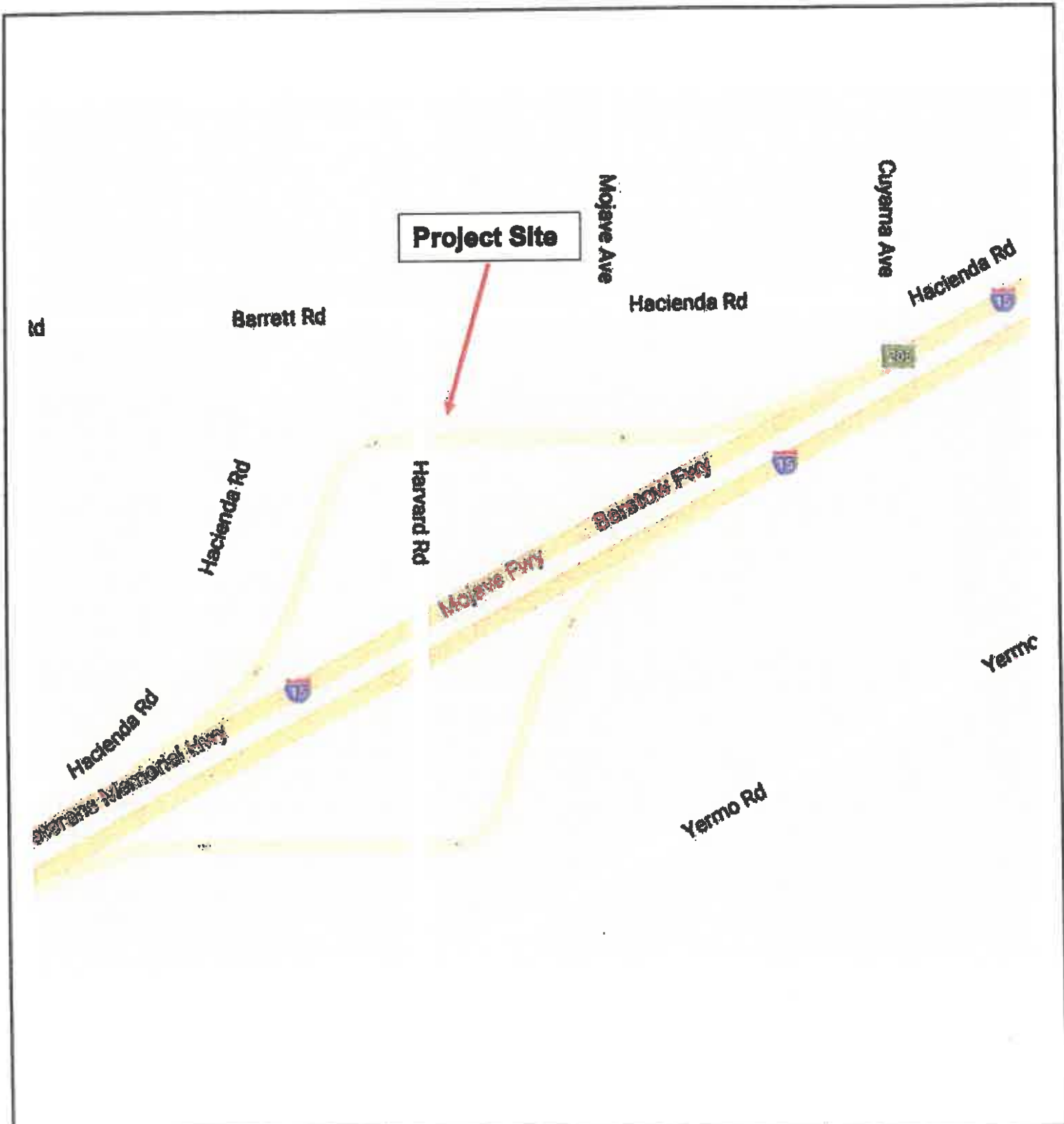
APN: 0539-223-03
Capstone Builders
Project No: P201600545
November 20, 2017

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APPENDICES (On Compact Disk or Under Separate Cover)

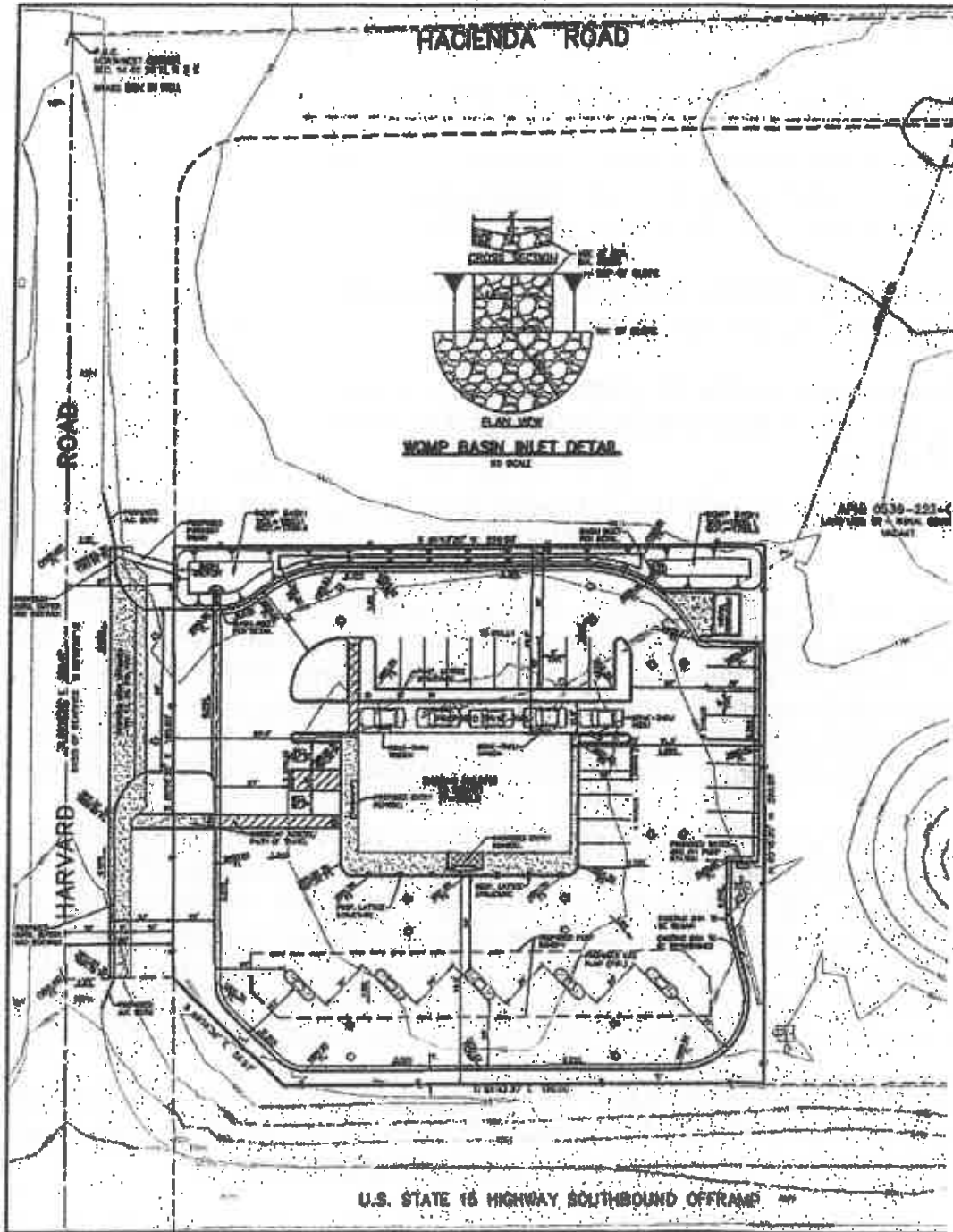
A. Air Quality and Greenhouse Gas Emissions Computer Model Print outs



Capstone Builders
P201600545

Location Map

Exhibit 1



Capstone Builders
P201600545

Site Plan

Exhibit 2

	Potentially Significant Impact	Less than Significant with Mitigation Incorp.	Less than Significant	No Impact
I. AESTHETICS - Would the project				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 I-15 Freeway is identified as a scenic highway in proximity to the Project site. 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 approximately 450 feet north of the I-15 Freeway and separated by intervening property that is part of the Harvard Road Interchange. The topography in the area is relatively flat allowing for the easy visibility of the existing building and associated freestanding sign. The County's Development Code has established development criteria for areas within 200 feet of the ultimate road right of way. Due to the Project's distance from I-15 Freeway and the current existence of the structure and related improvements to the property 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. The I-15 Freeway is listed as an eligible State Scenic Highway, according to an on-line search of the Caltrans Scenic Highway Mapping System.

As noted above, the Project site has been improved and the structure to be modified exists. On-site parking areas contain pavement and remnants of the gas station dispensing islands exist. Little to no vegetation exists on-site. As such, the proposed Project would not affect existing 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 has been improved and includes an existing structure. The proposed Project will not substantially degrade the existing visual character

of the site and its surroundings, because the proposed Project substantially exists. Therefore, it will not notably change the existing visual character of the area.

- 1 d) **Less than Significant Impact.** The site is currently improved and was previously utilized as a retail store and gas station with exterior lighting. 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 2014 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 "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.** The subject property is substantially disturbed due to the existence of a previously used structure, pavement, and gasoline dispensing islands. As noted above, the subject property and surrounding properties are identified as "Other 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 miles west of the site. As such, the planned reuse of the property for retail and gasoline dispensing would not change the ability of the property to be used for agricultural uses, since the current improvements do not reflect agricultural uses.
- II c) **No Impact.** The Project site is zoned CR (Rural Commercial). 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. No lands on the project site are zoned for forestland or timberland, therefore, the Project has no potential to impact such zoning and 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*. Since no forest land is 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 has been substantially improved and will be reused in substantial conformance with the current design. The surrounding properties are undeveloped and only one residence is located approximately 600 feet northwest of the property. 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
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 California Emissions Estimator Model (CalEEMod) printouts utilized for the project. Please reference that CalEEMod document for further details (Appendix A).

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*, dated 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 significant 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 consistent with the existing County land use plan (Land Use District designation) and the prior use of the property, the Project conforms to the adopted attainment and maintenance 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

Source: MDAQMD CEQA Guidelines.

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 emission 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	17.91	23.57	20.31	0.025	3.8	2.38
SCAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	No	No	No	No	No	No

Source: California Emissions Estimator Model (Appendix A).

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 _x	PM ¹⁰	PM ^{2.5}
Area Sources	0.10	0.00	3.9e	0.00	0.00	0.00
Energy Demand	2.6e	2.37e	1.99e	1.0e	1.8e	1.8e
Mobile Sources	18.18	25.04	175.64	0.01	6.54.80	0.22
Total Emissions	18.29	25.04	175.64	0.01	6.54	0.23
SCAQMD Threshold	137	137	548	137	82	82
Exceeds Threshold?	No	No	No	No	No	No

Source: California Emissions estimator Model (Appendix A).

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.

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.

An Air Quality and Greenhouse Gas Analysis was completed in May 2017 for a 4,998 sq. ft. convenience store and gasoline dispensing station east of Yermo within the Mojave Air Quality Management District. The Analysis found construction of the larger building and operation of the use, which included six pumping stations that exceed the five proposed by the applicant, would not exceed established daily threshold levels for emissions nor exceed significance criteria for toxic air contaminants established by the District.

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 600 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 closest sensitive receptor is over 600 feet from the proposed use, which includes a gasoline dispensing component. The distance between the sensitive receptor and use is over 300 feet. As such, no further evaluation is necessary.

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. Improvements associated with the proposed Project would be not be close to an existing sensitive receptor. As such, objectionable odors would not affect the nearby sensitive receptor and 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 type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc...) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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) **No Impact.** The proposed Project site has been substantially disturbed through the completion of prior grading, paving, and building activities. The County's Biotic Resources exhibit for the Desert region displays the potential for Desert Tortoise and Burrowing Owl north of the I-15 Freeway. However, due to the existing impervious site improvements consisting of an existing and previously used retail building, parking lot paving, gasoline

Islands and general land disturbance, combined with a lack of vegetation, and site fencing, a biological report was not required.

Based on the above analysis, the proposed Project will have a less than significant effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, because the property is fully improved with impervious materials.

IV b) **No Impact.** The subject property is not traversed by any identified drainage course or blue line stream, based upon a review of the Harvard Hill, CA 2015 USGS Map. As noted previously, the substantially disturbed, recompacted, and improved site does not contain any notable vegetation nor riparian habitat or other sensitive natural communities.

IV c) **No 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. As noted previously, the site is heavily impacted by existing improvements and its prior use as a retail business. Based upon the existing level of site improvements, the site does not contain any features that meet the definition of "wetlands."

IV d) **Less Than Significant 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 Harvard Road I-15 Freeway interchange. Although the adjoining properties are undeveloped, a number of roadways exist in the area. The existence of site improvements and proximity to the I-15 Freeway 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 is very disturbed with an existing building and paved parking areas, which are located near a major interstate freeway. As such, the Project site does not act as a wildlife nursery and a biological report was not required.

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. As previously noted the site has been heavily disturbed due to its previous use. 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 and no mitigation measures are required.

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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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) **No 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 improved and consists of an existing structure proposed for reuse, paved parking areas, and remnants of gasoline dispensing islands. There is no evidence of surface structures or features which meet the definition of a historic resource as described above. As such, there are no impacts to historic resources.

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 fully-improved property that consists of compacted soil with impervious surfaces that has been heavily disturbed by previous human activities. As such, it is not anticipated that subsurface archaeological resources will be encountered during construction.

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 provide 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 consistent with the requirements of AB52, utilizing information provided by each tribe. The Twenty-Nine Palms Band of Mission Indians responded within the 30-day response period and indicated they do not have any specific concerns. However, should any inadvertent discoveries occur, they indicated "construction should stop immediately, and the appropriate agency and tribe(s) should be notified." (Letter dated August 23, 2017) A standard condition of approval has been incorporated to address this concern. The San Manuel Band of Mission Indians (Tribe) also responded via e-mail dated September 7, 2017 and requested consultation. The Tribe requested copies of any cultural resource studies. As part of on-going correspondence between the County and the Tribe, it was noted that a request had been made to the South Central Information Center, but no response had been received. The Tribe requested to see a copy of the records search prior to commenting further on the proposed Project. Records search information was received from the Information Center on October 16, 2017 and forwarded to the Tribe. They responded the same day indicating "...I believe the project area is unlikely to contain undisturbed surfaced cultural material. As a result, SMBMI [San Manuel Band of Mission Indians] does not have any concerns with the project's implementation, as planned, at this time." However, the Tribe did request inclusion of the following measures should human remains be found during construction. These have been recommended for inclusion within the Project's conditions of approval.

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

2. In the event that Native American cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, San Manuel Band of Mission Indians will be contacted if any such find occurs and be provided information and permitted/invited to perform a site visit when the archaeologist makes his/her assessment, so as to provide Tribal input.

3. If significant Native American historical resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, an SOI-qualified archaeologist shall be retained to develop a cultural resources Treatment Plan, as well as a Discovery and Monitoring Plan, the drafts of which shall be provided to San Manuel Band of Mission Indians for review and comment.

- a. All in-field investigations, assessments, and/or data recovery enacted pursuant to the finalized Treatment Plan shall be monitored by a San Manuel Band of Mission Indians Tribal Participant(s).

- b. The Lead Agency and/or applicant shall, in good faith, consult with San Manuel Band of Mission Indians on the disposition and treatment of any artifacts or other cultural materials encountered during the project.

In addition, as noted above, the Project site is highly disturbed and consists of compacted soil with impervious surfaces that has been heavily disturbed by human activities. As such, it is not anticipated that subsurface tribal cultural resources will be encountered during construction. Impacts are less than significant.

- V c) **No Impact.** The Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because the site is fully improved. To further reduce the potential for impacts, the Project will be subject to the County's standard condition which requires the developer to contact the County Museum for determination of appropriate mitigation measures if any inadvertent finds are made during Project construction. This Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, because no such resources have been identified on the site.
- 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 and no mitigation measures are required.

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

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

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

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?

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?

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?

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 based upon published geologic maps.

VI a)ii **Less Than Significant Impact.** The Project will not expose people or structures to potentially 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 Division with appropriate seismic standards implemented. Adherence to standards and requirements contained in the current 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 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 will not result in substantial soil erosion or the loss of topsoil, because the site is improved with an existing structure and impervious surfaces. The project site is beyond the MS4 (Municipal Separate Sewer and Storm Drainage Systems) region for preparation of Water Quality Management Plans (WQMP). However, erosion control measures will be instituted during construction the property to comply with California Green Building Standards Code Section 5.106.1, Storm Water Pollution Prevention. This Code section requires newly constructed projects that disturb less than one acre of land to prevent the pollution of stormwater runoff from the construction activities through one or more of the following measures:

- Comply with a lawfully enacted stormwater management and/or erosion control Ordinance.
- Prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and sediment control and good housekeeping Best Management Practices (BMPs).

Mandatory compliance with the California Green Building Standards Code, impacts related to substantial soil erosion will be less than significant.

VI c) Less Than Significant Impact.

Landslide

As noted in the response to subsection a) iv above, the site is 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 also by landslides. As noted in the response to Section a) iv above, the site is 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 cause damage to those structures. 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 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, thereby ensuring any impacts are less than significant. Compliance with the Building Code is a mandatory requirement.

Liquefaction

As noted in the response to Issue a) iii above, the area is not identified as being within an area subject to subsidence. Based upon a review of the Soil Survey of San Bernardino County California, Mojave River Area, prepared by the Soil Conservation Service, on and off-site soils consist of Cajon loamy sand. Permeability is rapid for this soils type. 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 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 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, the shrink-swell potential is low. As such, the expansion potential of the near surface soils would be "low."
- VI e) **Less Than Significant Impact.** The proposed Project will utilize an existing water well and subsurface on-site disposal system. The septic system will need to be recertified 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.
- 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"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION *The following responses are based in part on the California Emissions Estimator Model (CalEEMod). Please reference that CalEEMod 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.

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 was conducted utilizing the CalEEMod referenced in Section III above. Total greenhouse gases estimated for Project operation are approximately three tons per day or 1,100 tons per year.

Due to the small building size and operational area, the impacts are projected to be less than significant and no mitigation measures are required.

However, according to the *County of San Bernardino Greenhouse Gas Emissions Plan*, and even although the Project is below the 3,000 MTCO₂E/YR screening threshold for GHG emissions and no further climate change analysis is necessary, the Project is required to implement mandatory reducing measures in the project's conditions of approval as required by the *Greenhouse Gas Emissions, Development Review Processes, County of San*

Bernardino, California, Updated March 2015. These measures have been incorporated into the Project's conditions of approval.

VII b) **Less Than Significant Impact.** In 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 in consistency with State climate change goals pursuant to AB32. 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.

VIII. HAZARDS AND HAZARDOUS MATERIALS -
 Would the project:

Potentially Significant Impact Less than Significant with Mitigation Incorp. Less than Significant No Impact

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 the remodeling of the existing building and re-paving of 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 not located within ¼ mile of an existing or proposed school. The nearest schools are located a substantial distance from the project site, due to the rural nature of the area. The closest existing schools are Newberry Elementary School (K-5), located approximately 7.0 miles to the south or Yermo School (TK-12), approximately 11.0 miles to the west. The identified distances are straight-line aerial distances and do not account for circuitous roads or changes in elevation. No new schools are proposed within the area.

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 Barstow-Daggett Airport located approximately 11 miles to the southwest. It should be noted a significant portion of the land within this portion of the County is within Airport Safety Review Area 4 (AR4) that relates 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 will obtain access from Harvard Road, a two-lane paved roadway adjoining the property to the west. Hacienda Road to the north is both paved (to the west of Harvard) and unpaved (to the east of Harvard). Harvard Road provides access to the north and southbound sections of the I-15 Freeway. 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. Conditions of approval will require additional improvements to Harvard Road (AG dike) along the westerly property line.
- VIII h) **Less Than Significant Impact.** 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 Division 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
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, pursuant to California Green Building Standards Code Section 5.106.1, newly constructed projects which disturb less than one acre of land shall prevent the pollution of stormwater runoff from the construction activities through one or more of the following measures:

- Comply with a lawfully enacted stormwater management and/or erosion control Ordinance.
- Prevent the loss of soil through wind or water erosion by implementing an effective combination of erosion and sediment control and good housekeeping Best Management Practices (BMPs).

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.

For this particular Project DEHS would require a percolation report for an advance treatment unit (ATU). If the proposed Project exceeds 10,000 gallons per day of discharge it will be required to obtain Regional Water Board approval. If the percolation report is approved with an ATU it would go to the Regional Board for review with possible Waste Discharge Orders (Limits) and the County's approval action. Based upon the proposed design parameters construction permits would be issued. Utilizing these standard procedures and measures, the Project would result in a less than significant impact.

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 served by a private well within the Baja Sub basin of the Mojave Basin. According to the Urban Water Management Plan (UWMP) prepared by the Mojave Water Agency, groundwater supplies can be maintained, even in multiple dry years. The Project site was previously in operation in a manner similar to the proposed operation. Based upon historical groundwater data, groundwater levels have remained relatively constant.

Development of the Project would not result in the installation of new impervious surface coverage on the site since the property was built and previously operated as a retail store and gasoline dispensing station. 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 new Project design. This would have a less than significant impact on groundwater recharge in the areas of the Baja Groundwater Sub basin.

Based upon a review of State well data available on-line, area wells were at a depth of less than 100 feet below ground surface. Groundwater data from State Well No. 10N03E14B001S located southeast of the project site indicated groundwater at a depth of approximately 68 feet, based upon the latest available date. State Well No. 10N03E10P001S, located west of the project site, indicated groundwater at a depth of approximately 92 feet. Groundwater depth for both locations was similar to the identified historical depth. As such, the proposed Project will not impact groundwater.

- IX c) **Less Than Significant Impact.** The Project site is flat, with very little topographic change. An infiltration basin is proposed along the northerly property line. The basin will be designed to meet San Bernardino County's Water Quality Management Plan (WQMP) requirements.

As such, there would be no significant alteration of the site's existing drainage pattern that would be directed towards the basin area and, as a result, there would not be any significant increase 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 will be located adjacent to the northerly property line. The proposed infiltration basin would accept the concentrated flows from the Project site and discharge flow onto Harvard 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 adjacent to the northerly property line for water quality treatment and acceptance of on-site 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), c), and 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. 06071C4000H.
- IX h) **No Impact.** The proposed Project will not place structures within a 100-year flood hazard area that 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. 06071C4000H.

- 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.
- 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 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 improved and will not physically divide an established community, because the Project site will be operated in a manner similar to the existing previous operation and the property abuts the southbound I-15 Freeway off-ramp and Harvard Road, both of which are improved.
- X b) **Less Than Significant Impact.** The purpose of the proposed Project is to renovate the existing structure and gasoline dispensing area, which requires the approval of a Minor Use Permit. Opposition to the Minor Use Permit occurred at the Zoning Administrator hearing and the item was tabled for future consideration by the Planning Commission as a Conditional Use Permit. The applicant has also requested a Minor Variance to reduce the front yard landscape setback from 25 feet to 15 feet and the north landscape setback from 10 feet to 7.5 feet. The applicant fronts upon Harvard Road, which is designed as a 40 foot half width roadway. Harvard Road is classified as a Local Street, 60 feet right of way and 30 foot half width. The current half width right of way on the Project side is 10 feet more than the standard design requirement. As such, the requested front yard setback reduction would not adversely affect the roadway design nor place uses closer to the roadway than intended. The reduction in the landscaping setback would also not affect the total amount of landscaping provided since the combined amount of right of way and setback landscaping would be consistent with adopted standards for setback landscaping alone.

This type of use is permitted in the CR (Rural Commercial) land use district, which is the current land use designation, upon approval of the Conditional Use Permit. As demonstrated throughout this Initial Study Checklist, the Project would otherwise not conflict with any applicable goals, objectives, and policies of the General Plan and San Bernardino County Development Code, or any plans whose purpose is to avoid or mitigate an environmental effect. 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. Little or no native and non-native vegetation exist on-site at this time. The Project site is approximately 1.0 acre in size and abuts Harvard Road, a publically maintained roadway. The area is identified as MRZ-3a (may contain significant aggregate deposit), based upon Mineral Land Classification Map for the Barstow-Victorville Area, completed by the State Geologist. No mines, oil or gas wells, or other resource extraction activity occur on the property nor is it known to have ever occurred on the 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 previously 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 checked="" type="checkbox"/> | <input 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.** Although the Project site has an existing structure and gasoline pump islands, it is not currently in operation. However, the proposed use will operate in the similar manner to the previous use, with a retail operation and gas station. 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 the I-15 Freeway. Renovation of the site would result in a limited increase in noise levels, since some of the renovation will occur indoors. The surrounding properties are also designated CR (Rural Commercial) and are vacant/unimproved. The closest residence is approximately 600 feet to the northwest.

Construction Noise

The most significant source of short-term noise impact is related to noise generated during construction activities on the Project site that would result in potential noise impacts to the residence located to the northwest of the Project site.

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 the closest receptor is about 600 feet away.

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 could decrease noise levels another 1.5 dB per doubling of distance. As such, noise levels would successively decrease 7.5 decibels at intervals of 100 feet, 200 feet, and 400 feet, resulting in a 22.5 decibel decrease at 400 feet. 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 limited intervals of equipment use and the distance to the closest sensitive receptor, it is not expected that construction activities would adversely affect the residents.

Although short-term project construction activities on the Project site would be consistent with the County's noise regulations and impacts would be less than significant, implementation of Mitigation Measure NOI-1 listed below would ensure 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: 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 interval 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. 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, although existing development is at a substantially greater distance from the Project site than 100 feet.
- XII c) **Less Than Significant Impact.** As noted in the response to Issue XII a) above, the increased level of operational noise from the project will be less than significant with mandatory compliance with County Development Standards.
- 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 Measure 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 without the Project.
- XII e,f) **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 Barstow-Daggett Airport located approximately 11 miles to the southwest. As such, the proposed Project would not expose people residing or working in the project area to excessive noise levels.

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.

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 Project site is improved with an existing structure, paved parking area, and remnants of gasoline dispensing. The proposed use will operate the existing structure and site in a manner similar to the previous use. A Project of this size and type 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 and gasoline dispensing and will not require the extension of any new roads or infrastructure to serve the Project, because the site is already improved and includes the infrastructure necessary to serve the proposed uses.

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 commercially designated and previously used as a commercial facility 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 has been used and is proposed to be operated as a commercially related facility 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 # 52 located at 39059 Kathy Land, approximately 1.5 miles to the southwest, measured in a direct line distance. The Station is a volunteer station with one standard fire engine and one brush patrol truck. 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 City of Barstow, approximately 22 miles from the Project site that serves Baker, Daggett, Hinkley, Lenwood, Ludlow, Newberry Springs, Sandy Valley, Yermo, Red Mountain, and Trona. The proposed Project demand on police protection services would not be significant on a direct basis as a retail store. The property is accessible from the I-15 Freeway. The proposed use was previously operated as a retail store and gasoline dispensing facility. As such, the Project would not create the need to construct a new police station or physically

after an existing station, because the property includes an existing building that was previously used in a manner similar to that proposed.

Schools: The Project site is located in the Silver Valley Unified School District. The nearest schools are located a substantial distance from the project site, due to the rural nature of the area. The closest schools are Newberry Elementary School (K-5), located approximately 7.0 miles to the south or Yermo School (TK-12), approximately 11.0 miles to the west. The identified distances are straight-line aerial distances and do not account for 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 Silver Valley Unified 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 Project is a commercial related activity 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 Jeremy's Travel Plaza, Traffic Impact Analysis, dated June 13, 2017, prepared by Kunziman 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. *Jeremy's Travel Plaza, Traffic Impact Analysis (Study)*, dated June 13, 2017, estimated the proposed Project would generate 2,233 daily vehicle trips, with 174 occurring during the Friday evening peak hour and 234 during the Sunday mid-day peak hour. This count includes internal capture factors that reduce double counting of vehicle trips that would utilize both the convenience market and drive-through components of the use, thereby reducing rates equivalent to 19% for Sunday PM hours and

28% for daily trips. The Study estimated 95% of the vehicle trips to the site would be from northbound (50%) and southbound (45%) I-15 Freeway users. The proposed use would generate a substantial number of vehicle trips, due to the type of use and its location, in comparison to existing traffic levels, since a minimal number of trips occur through the area on Friday evenings, but a relative increase occurs Sunday afternoon.

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 opens for business in Year 2019 and in the forecasted year of 2040. This LOS is within County of San Bernardino standards.

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 (2019), without Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours.
- Opening Year (2019) with Project traffic conditions, the study area intersections are projected to operate at an acceptable level of service during the peak hours.
- 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.
- Traffic signals are not projected to be warranted at any study area intersection for Year 2040 with Project traffic conditions.

Transit Service Analysis

The Project site is not currently served by a public transit agency. The proposed Project does not intend to construct any improvements that would interfere with future bus service, should it become available. 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 Harvard Road, although no bicycle lanes exist. Therefore, the Project will not conflict with an applicable plan, ordinance or policy applying to non-motorized travel. Impacts would be less than significant.

- 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, notes the I-15 Freeway north and southbound directions at Harvard Road operate at LOS "A". Harvard Road is not part of the adopted CMP.

XVI c) **No Impact.** The Barstow-Daggett Airport is located approximately 11 miles to the southwest of the Project site. The proposed Project site would not alter air traffic patterns and would, therefore, not result in substantial safety risks.

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 Harvard Road and only proposes roadway improvements adjacent to Harvard Road that would meet County Standards. In addition, the Project is a commercial related use located in an area intended for 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 create a potential hazard.

The Traffic Study identified four specific actions related to the proposed Project:

- Construct Harvard Road from the north Project boundary to the south Project boundary at its ultimate cross-section width including landscaping and parkway improvements in conjunction with development, as necessary.

Implementation: Street improvements for Harvard Road have been conditioned to have plans prepared prior to issuance of Building Permits and installed prior to issuance of Occupancy Permits. The improvements will extend the entire frontage of the property and taper back to the existing roadway width on the adjoining property.

- The Project site should provide sufficient parking spaces to meet County of San Bernardino parking code requirements in order to service on-site parking demand.

Implementation: The Project has been conditioned to maintain all parking and on-site circulation, as identified on the approved site plan.

- On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the Project.

Implementation: Street signing and striping plans are reviewed and approved by County Public Works in conjunction with the review of landscape plans to ensure adequate roadway visibility prior to issuance of building permits.

- Sight distance at each Project access should be reviewed with respect to California Department of Transportation/County of San Bernardino standards in conjunction with the preparation of final grading, landscaping, and street improvement plans.

Implementation: See response above.

XVI e) **Less Than Significant Impact.** The proposed Project will be accessible via Harvard Road. 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 Harvard Road which is a paved roadway 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.

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant	No Impact
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?

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.

a) i) **Less than Significant Impact.** The Project site is currently occupied by an existing structure that will be renovated for retail use, similar to its prior use. The balance of the property has been improved with paving and gasoline pump islands. Area Tribes were contacted as provided by AB 52. One written hard-copy response was received from the Twenty-Nine Palms Band of Mission Indians indicating they do not have any specific concerns for the Project. An additional e-mail response was received from the San Manuel Band of Mission Indians that indicated it was unlikely the Project area would contain undisturbed cultural materials, but recommended conditions be applied should artifacts be uncovered. Those comments/conditions have been recommended for inclusion within the conditions of approval, but are not included as mitigation because a potentially significant

Impact was not identified. Please refer to Section V Cultural Resources for additional information.

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.

Due to the Project site's developed condition, it is unlikely that historical resources would exist. However, as noted in Section V Cultural Resources, should an inadvertent find occur during construction conditions of approval has been incorporated to address this occurrence. 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 Measure Less than Significant No Impact

XVII. UTILITIES AND SERVICE SYSTEMS - Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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. 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 an existing 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 detention basin and a connecting drainage swale at the rear 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 storm water drainage facilities.

The construction of the 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/measure 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 an on-site storm water detention 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 demand for the proposed use would have been met through the prior operation of the existing water well system. Recertification of the well system will be required by County Environmental Health to determine the adequacy of the proposed well system.

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.

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 Burretec is the franchise 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

Utilizing a waste generation factor of 13/lbs./1000 sf/day for commercial use based upon one of the samples listed on the State of California CalRecycle Website, the proposed Project could generate approximately 48 pounds of waste per day or 8.76 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 August 31, 2017, 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects, which will cause Substantial adverse effects on human beings, either directly Or indirectly? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SUBSTANTIATION

XVIII a) Less Than Significant Impact.

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. There were no instances where potentially significant impacts were identified, thus requiring mitigation measures to reduce impacts to less than significant levels.

XVIII b) Less Than Significant Impact. The following apply to the proposed Project and would reduce impacts relating to this issue.

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. 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 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).

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: 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

California Standard Specifications, July 1992

County of San Bernardino Development Code, 2007

County of San Bernardino General Plan, 2007

County of San Bernardino Hazard Overlay Map E103 B

Environmental Impact Report, San Bernardino County General Plan, 2007

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

NETROnline.com, <http://www.netronline.com/>, for aerial photos.

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

PROJECT SPECIFIC REFERENCES

Jeremy's Travel Plaza, Traffic Impact Analysis, June 13, 2017

Tribal AB 52 Correspondence from Twenty-Nine Palms Band of Mission Indians and San Manuel Band of Mission Indians.

Air Quality and Greenhouse Gas Analysis, Route 66 Market & Gas Station Project, Unincorporated Community of Helendale, May 2017, LSA.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

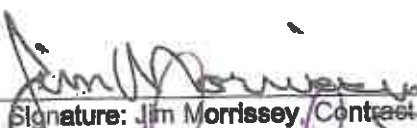
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|---|--|
| <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


Signature: Dave Prusch, Supervising Planner

11/20/17
Date
11/20/17
Date