

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

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

**PROJECT LABEL:**

<b>APNs:</b>	0438-163-24-0000	<b>USGS Quad:</b>	CA Apple Valley South 2018
<b>Applicant:</b>	Earl Graham	<b>T, R, Section:</b>	T4N, R3W, Section 20
<b>Location:</b>	East of Deep Creek Road, north of Rock Springs Road, and bordered on the south and southeast by the Burlington Northern Railroad, in the unincorporated area of San Bernardino County and within the Town of Apple Valley Sphere of Influence.		
<b>Project No:</b>	PROJ-2022-00082	<b>Community Plan:</b>	None
<b>Rep:</b>	Earl Graham	<b>Land Use Category: Zoning District:</b>	Resource Land Management Apple Valley/Agriculture (AV/AG)
<b>Proposal:</b>	Conditional Use Permit for the establishment and operation of a Freight Container Storage yard for the storage of truck trailers and cargo storage containers (up to 3,000) on 17.89 acres.	<b>Overlays:</b>	None
		<b>Sphere of Influence:</b>	Town of Apple Valley

**PROJECT CONTACT INFORMATION:**

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

**Contact person:** Oliver Mujica, Contract Planner III  
**Phone No:** (909) 387-4002      **Fax No:** (760) 995-8167  
**E-mail:** [Oliver.Mujica@lus.sbcounty.gov](mailto:Oliver.Mujica@lus.sbcounty.gov)

**Project Sponsor:** Earl Graham  
 9233 Deep Creek Road, Apple Valley, CA 92308-8318



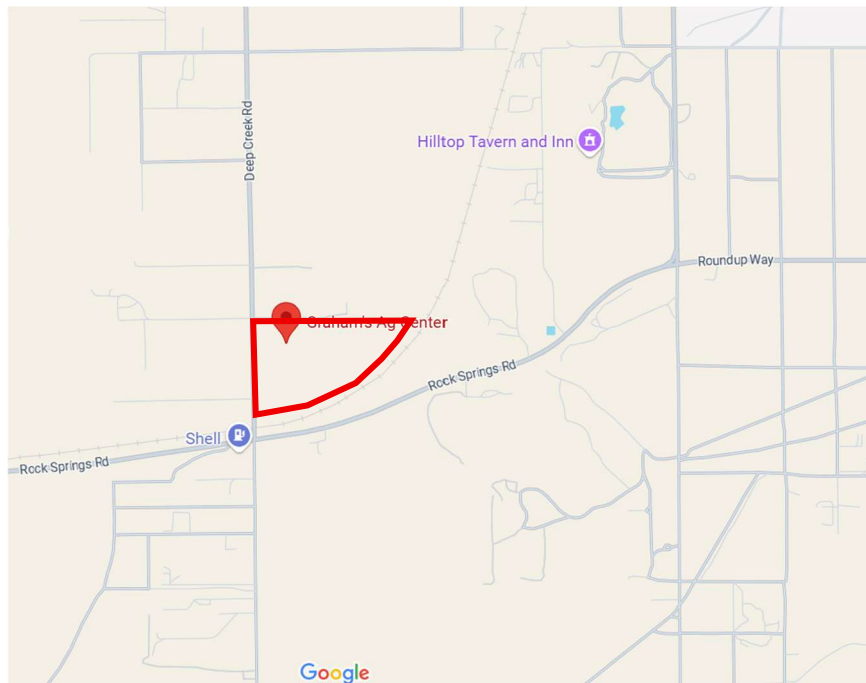
**PROJECT DESCRIPTION:**

**Summary**

The proposed Freight Container Storage Project (Figure 4 – Vicinity Map,) consists of 779,148 sq ft (17.89 acres) of storage area on a 23.37-acre parcel that is vacant undeveloped land that is currently being used as a Freight Container Storage Area under a Temporary Use Permit (TUP). The Freight Containers are empty and are placed on the site for interim storage until they are needed, which is based on the Commercial Market supply and demand. These are domestic freight containers that are picked up and transported to a logistics facility not related to the site for filling and transport to the end user of the freight.

The Project requires approval of a CUP to allow for a Freight Container Storage Area, within the current Countywide Policy Plan land use designated category of Resource/Land Management (RLM) pursuant to Countywide Policy Plan Table LU1, and within the implementing zoning district of Agriculture (AG) pursuant to the *Countywide Policy Plan Table LU-2 Land Use Category/Zoning Equivalency Matrix*.<sup>1</sup> The General Plan Land Use Plan FH070A shows the site is within the Zoning District of AV/AG. An Industrial Use requiring extensive buffering in the AG Zoning District is a permitted use with the approval of a CUP in accordance with Chapter 82.03 Agricultural and Resource Management Land Use Zoning District Allowed Uses and Permit Requirements, Table 82-4 Allowed Land Uses and Permit Requirements. The proposed Project is located on the following

**FIGURE 1 - Regional Map:**



<sup>1</sup> REFERENCE: San Bernardino County Countywide Plan - County Policy Plan, September 2022, Land Use Element, Tables

**SURROUNDING LAND USES AND SETTING**

The Countywide Plan/Policy Plan Land Use Element land use categories of the properties surrounding and immediately adjacent to the Project site are as follows: Very Low Density Residential (VLDR) to the north, and Resource Land Management (RLM) to the south, east, and west. Zoning designations include Apple Valley/Single Residential 1-acre minimum lot size (AV/RS-1 to the north, and Apple Valley/Agriculture (AV/AG) to the south, east and west. All are predominately vacant except for the Burlington Northern and Sante Fe Railroad (BNSF) which is located to the south and east of the site. See *TABLE 1.0 below*:

**TABLE 1.0 Existing Land Use Category & Zoning**

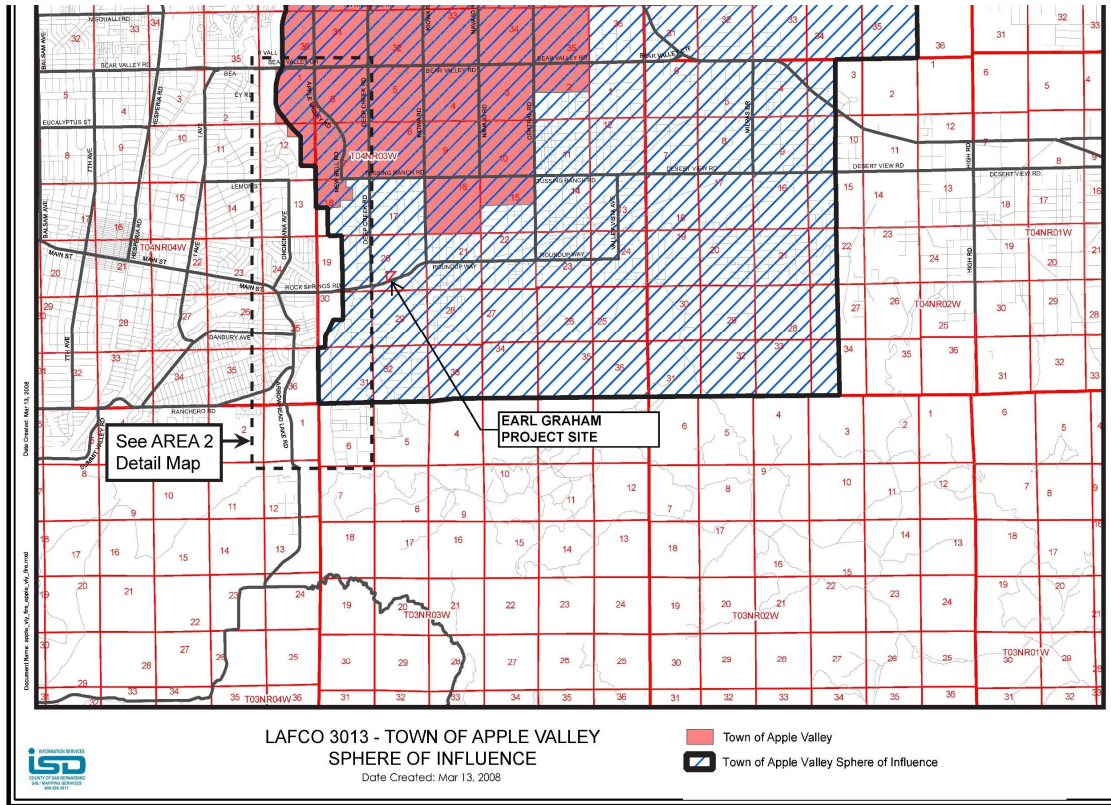
Existing Land Use and Land Use Zoning Districts			Zoning
AREA	Existing Land Use	Land Use Category	
Site	Vacant w/ Freight Container Storage (TUP)	Resource Land Management (RLM)	AV/AG
North	Vacant land	Very Low Density Residential (VLDR)	AV/RS-1
South	Vacant land, (BNSF) Railroad	Resource Land Management (RLM)	AV/AG
East	Vacant land, (BNSF), Railroad	Resource Land Management (RLM)	AV/AG
West	Vacant land	Resource Land Management (RLM)	AV/AG

**PROJECT SITE LOCATION, EXISTING SITE LAND USES AND CONDITIONS**

The Project site totaling 17.89 acres is generally located in the southwest portion of Section 20, Township 4 North, Range 3 West and is depicted on the Apple Valley South U. S. Geological Survey’s (USGS) 7.5-minute topographic map. The Project site is specifically located east of Deep Creek Road, north of Rock Springs Road, and bordered on the south and southeast by the BNSF elevated railroad, in the unincorporated area of San Bernardino County and within the Town of Apple Valley Sphere of Influence: Assessor’s Parcel Number (APN) 0438-016-24-0000 (23.37 Acres).

The Project is also within the Town of Apple Valley Sphere of Influence as depicted in the San Bernardino County Local Agency Formation Commission (LAFCO) 3013 – Town of Apple Valley Sphere of Influence Map dated March 13, 2008 shown in the following excerpt from this Map, as FIGURE 2:





**FIGURE 2 – LAFCO 3013 Town of Apple Valley Sphere of Influence Map Excerpt**

The 17.89 ac net Project Site is currently vacant land with no existing building structures. The Freight Container Storage Area is currently operating under a Temporary Use Permit (TUP) PROJECT NO. PTUP-2022-00036. The filing of the Conditional Use Permit Application (CUP) (PROJ-2022-00082) is required to allow for continued said Storage use. The TUP Project permit approval became effective on February 20, 2023, and has been extended to February 20, 2026. The site will remain ungraded with the freight containers placed on the existing grade. The following FIGURE 3. – Freight Container Flow Diagram depicts the process of the use of the domestic containers relative to the onsite interim storage at the proposed Project Site:

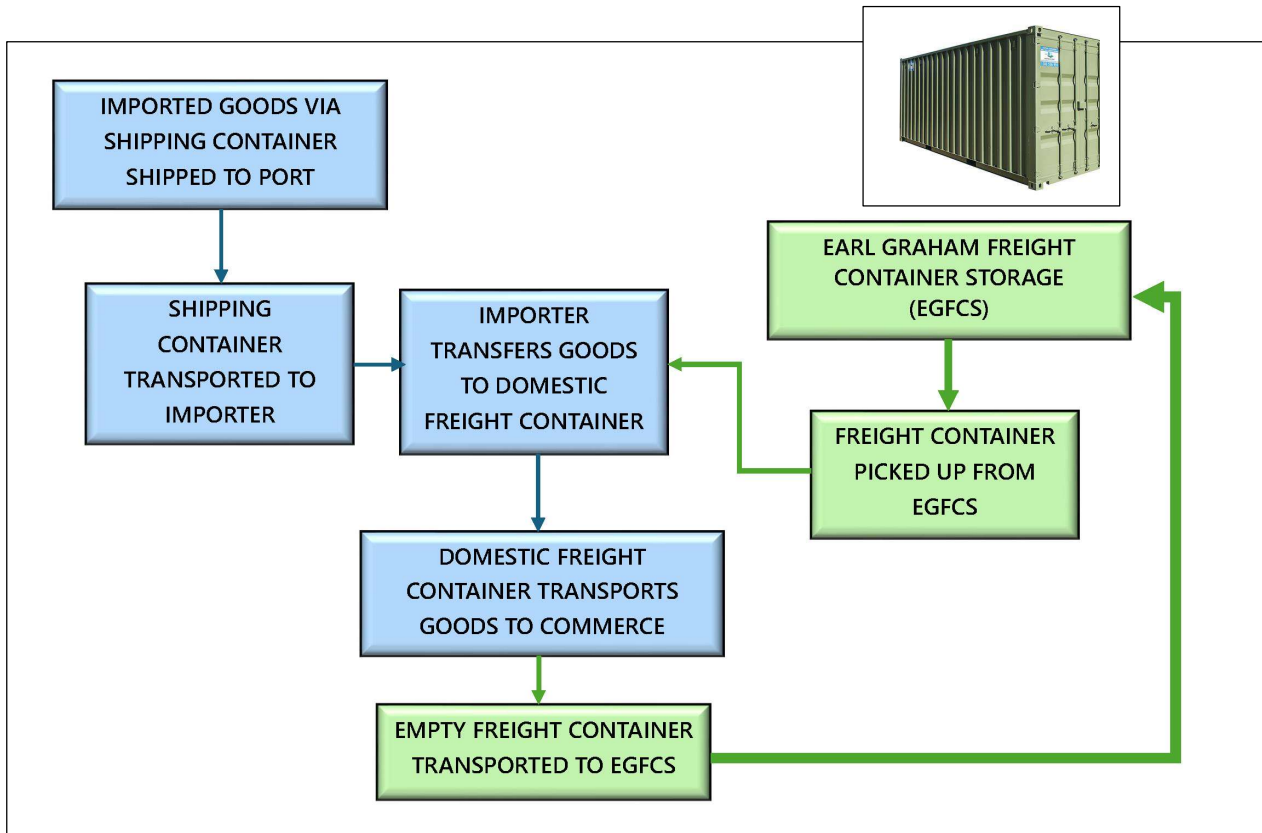


FIGURE 3. – Freight Container Flow Diagram

The existing Freight Container Storage Area receives the empty containers from the commercial sales company after they are emptied. Volume is market driven based on the consumers' supply and demand needs.

**ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES**

Federal: None.

State of California: None

County of San Bernardino: Land Use Services Department-Building and Safety, Public Health-Environmental Health Services, Special Districts, and Public Works.

Regional: None

Local: None



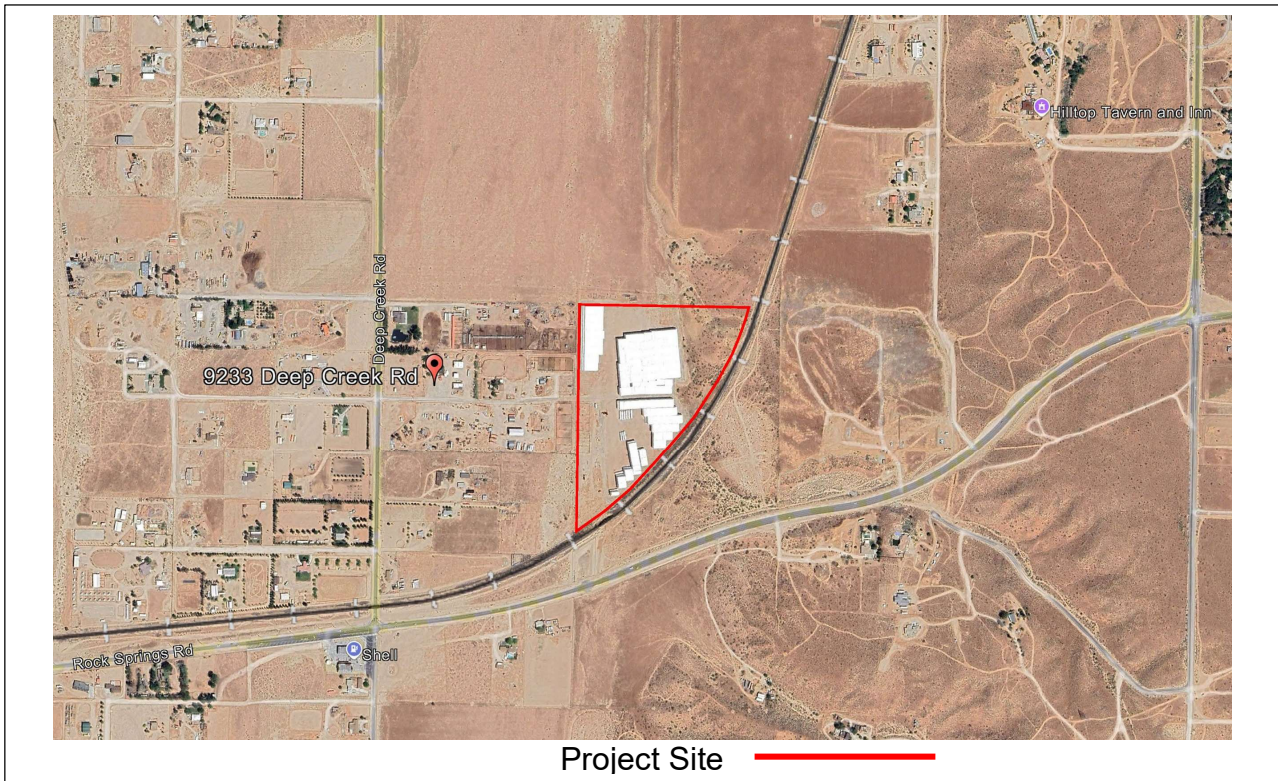


FIGURE 4. VICINITY MAP 1

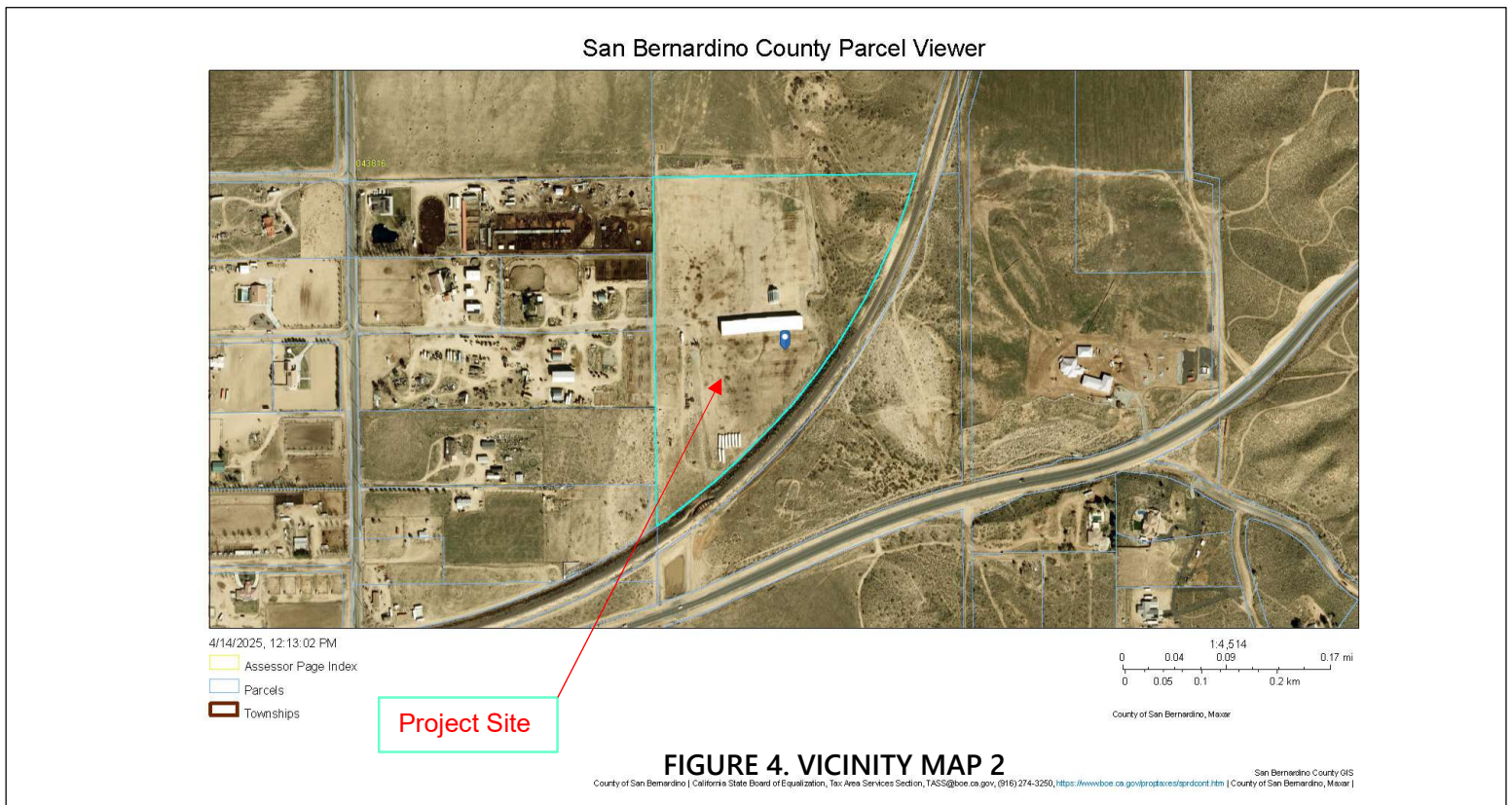


FIGURE 4. VICINITY MAP 2

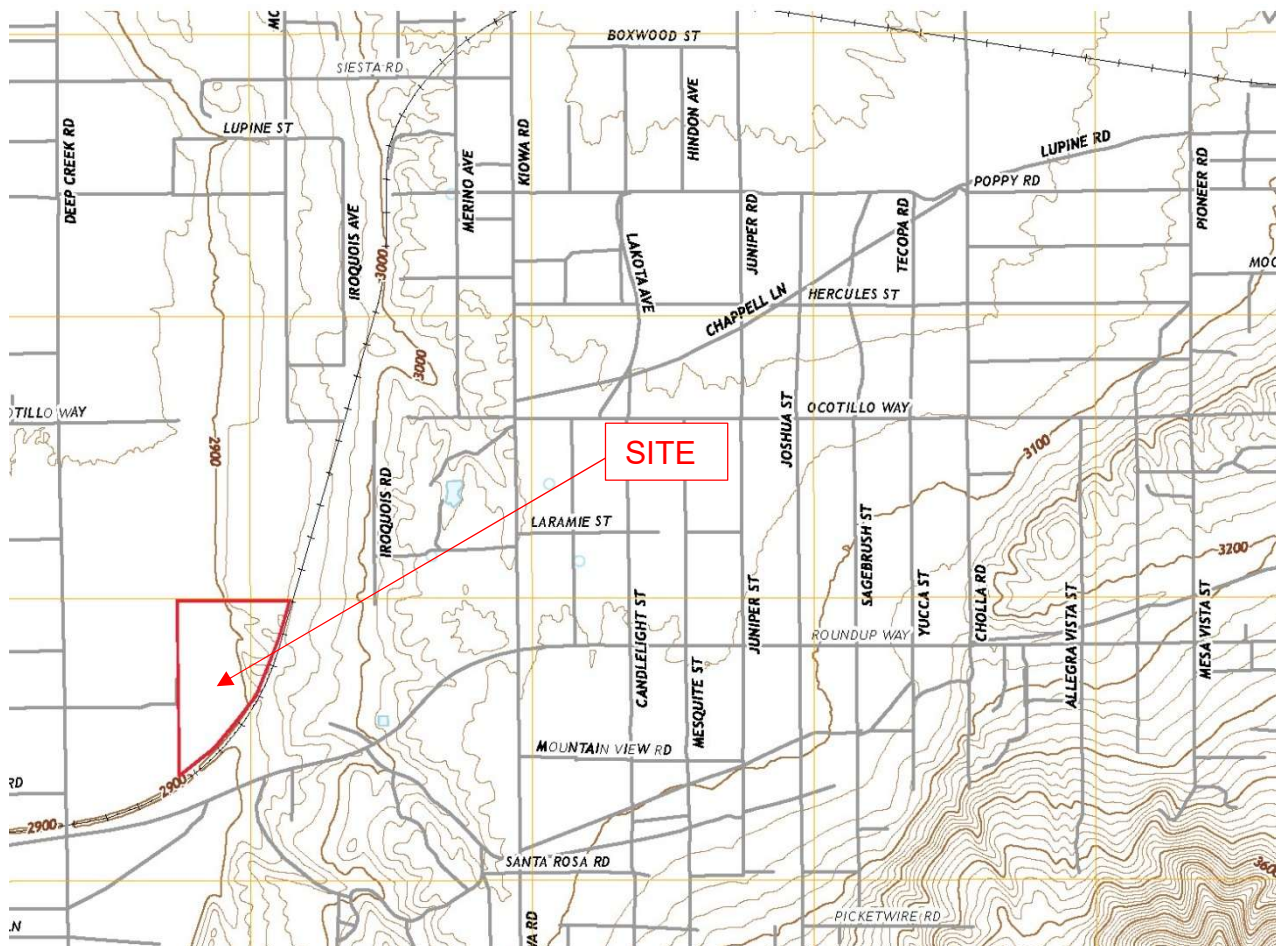


FIGURE 5. SITE LOCATION

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

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

On 11/18/2025, the County of San Bernardino initiated environmental review under CEQA for the Proposed Project. On 9/18/25, the County of San Bernardino sent project notification letters to the following California Native American tribes, which had previously submitted general consultation request letters pursuant to 21080.3.1(d) of the Public Resources Code: Colorado River Indian Tribes, Fort Mojave Indian Tribe, Gabrieleno Band of Mission Indians-Kizh Nation, Morongo Band of Mission Indians, San Gabriel Band of Mission Indians, Soboba Band of Luiseno Indians, Twenty-Nine Palms Band of Mission Indians, Yuhaaviatam of San Manuel Nation.

Each recipient was provided a brief description of the Proposed Project and its location, the lead agency's contact information, and a notification that the tribe has 30 days to request consultation. The 30-day response period concluded on 10/20/25.

As a result of the initial notification letters, the County of San Bernardino received no responses.

Specific measure language is hereby added to the project in the Tribal Cultural Resources section and consultation is hereby closed.

**EVALUATION FORMAT**

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. 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. **No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation Incorporated:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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



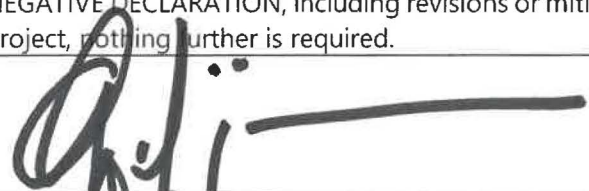
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

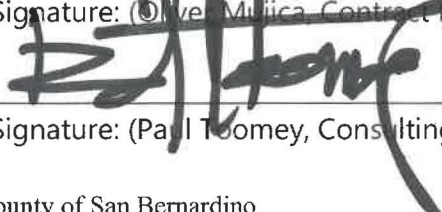
- |   |  |  |
|---|--|--|
| <input type="checkbox"/> <u>Aesthetics</u>                | <input type="checkbox"/> <u>Agriculture and Forestry Resources</u> | <input type="checkbox"/> <u>Air Quality</u>                        |
| <input type="checkbox"/> <u>Biological Resources</u>      | <input type="checkbox"/>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

**DETERMINATION:** Based on this initial evaluation, the following finding is made:

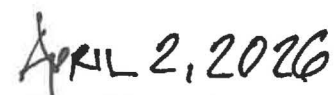
<input checked="" type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
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Signature: (Olive Mujica, Contract Planner III)

  
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Signature: (Paul Toomey, Consulting Planning Manager)



Date



Date



California Environmental Quality Act (CEQA) Guidelines Appendix G Checklist

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b><i>SUBSTANTIATION:</i></b> (Check <input type="checkbox"/> if project is located within the view-shed of any Scenic Route listed in the General Plan):				
<b><i>San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Submitted Project Materials;</i></b>				
a) Have a substantial adverse effect on a scenic vista?				

**No Impact**

The project site is specifically located east of Deep Creek Road, north of Rock Springs Road, and bordered on the south and southeast by the Burlington Northern Railroad, in the unincorporated area of San Bernardino County and within the Town of Apple Valley Sphere of Influence as shown on the CUP Site Plans included herewith as **APPENDIX 1 – CUP PLANS**. As described in the Biological Technical Report by ECORP Consulting, Inc. dated October 2024, "The Project Site consists of developed land with residential properties, structures to support livestock, and old agricultural fields that have been



*heavily disturbed. Native Joshua tree woodland habitat is present on the Project Site in the northeast corner of the site, as well as in a small sliver in the southern portion. Disturbances observed within the Project Site and the 500-ft survey buffer include vehicle tracks, storage of shipping containers and debris piles, dilapidated structures, and nonnative plant species. In addition, the biologists observed evidence of feral burros (*Equus asinus*) grazing including an observation of a pack of individuals as well as tracks and scat left behind. Two soil types are present within the Project Site: Cajon Sand, 9 to 15 Percent Slopes and Cajon-Wasco, Cool Complex, 2 to 9 Percent Slopes (NRCS 2024a). Representative site photographs are presented in Appendix A."*

The existing condition on the site is heavily disturbed as a Freight Container Storage Area under an existing Temporary Use Permit. Freight Containers are stored on grade with native soil dominating the area and multiple dirt roads of varying width transecting the property, mainly along the boundaries. The property supports a relatively flat topography, with the exception of the northeast corner where there are elevated rocky outcroppings.

A *Line of Sight Analysis* was performed by Red Brick Consulting Architects and Engineers in conjunction with the **Land Use Consistency Analysis (LUCA)** prepared by Entitlement Strategies Group, Inc., dated March 5, 2025 (as Amended May 25, 2025) included herewith as APPENDIX 5 Land Use Consistency Analysis & Proposed Site Plan. LUCA Section 4.2 Freight Container Storage Plans FIGURE 4.4 SCREENING & BUFFERING, LINE OF SIGHT, and FIGURE 4.5 SCREENING & BUFFERING, LINE OF SIGHT DETAIL determined that the proposed Project will not have a substantial adverse effect on a scenic vista.

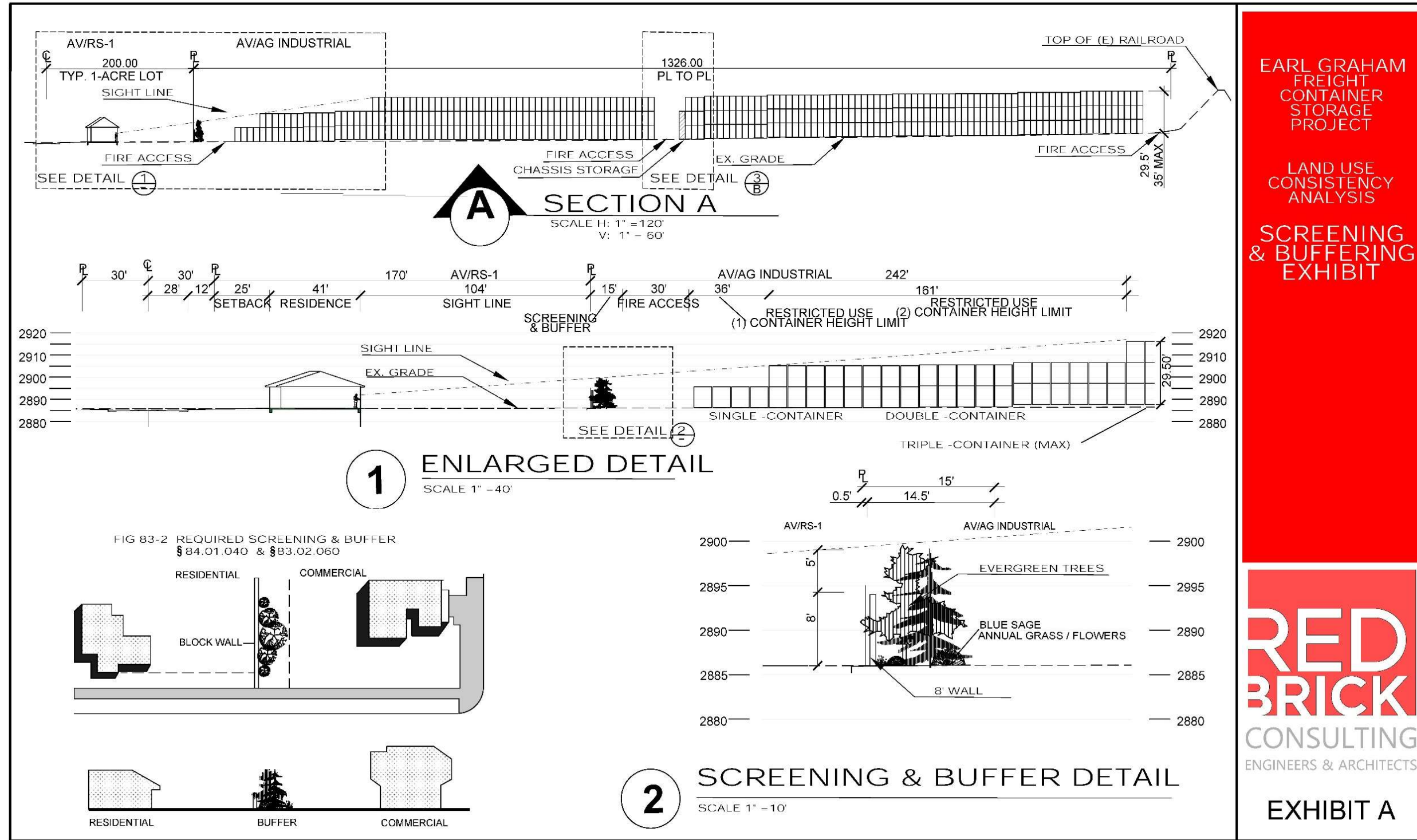
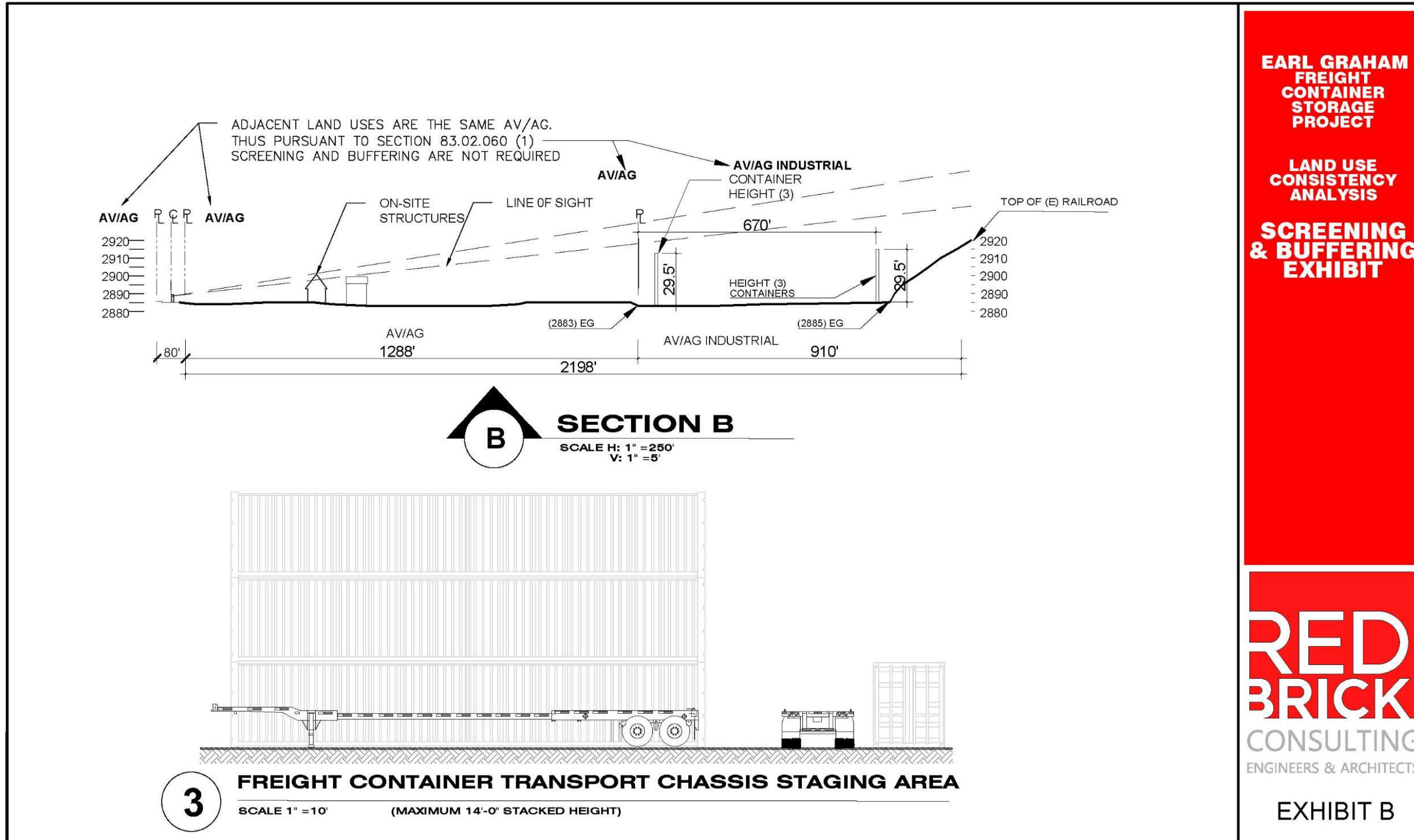


FIGURE I-1 – LUCA Exhibit A



**EARL GRAHAM  
 FREIGHT  
 CONTAINER  
 STORAGE  
 PROJECT**

**LAND USE  
 CONSISTENCY  
 ANALYSIS**

**SCREENING  
 & BUFFERING  
 EXHIBIT**

**RED  
 BRICK**  
 CONSULTING  
 ENGINEERS & ARCHITECTS

**EXHIBIT B**

FIGURE I.2 – LUCA Exhibit B

The Proposed Land Use is allowable in the AV/AG zone as Industrial subject to the approval of a Conditional Use Permit (CUP) with Screening and Buffering pursuant to Development Code §83.02.060. Because the proposed Project's design incorporates the requirements of the Development Code for screening and buffering as depicted in the LUCA FIGURES 4.2, 4.3, 4.4 & 4.5 and foregoing EXHIBITS A and B respectively included therein. Exhibit A is the Screening & Buffering as required by County Development Code §83.02.060 Fig. 83-2 that depicts the required Block Wall and Landscaped Buffer between a Residential and Commercial Land Use. This Exhibit includes a cross section (Section A) through the Project Site that depicts a Line of Site from the adjacent residential use with the Freight Containers under the line of sight. Enlarged Detail 1 depicts the dimensions showing compliance with the required Code dimensions. Screening & Buffer Detail 2 shows the proposed 8-foot-high Block Wall and proposed Landscaping that meets the County Code extensive screening and buffering requirements. Plant Materials and spacing shall be in accordance with Development Code §83.10 & 83.10.080 Regional Landscape Standards. The Freight containers are placed out of view of the Line of Sight. As shown on Enlarged Detail 1 the screening & buffering blocks the view of the Freight Containers. **Therefore, as designed the Project will not have a substantial adverse effect on a scenic vista and therefore, less than significant.**

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

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**No Impact**

The Proposed Project would be accessed via Deep Creek Road which is located west of the Project Site and is not a designated scenic route in the County's General Plan or within the California Scenic Highway Mapping System. No historic buildings or scenic rock outcroppings occur on-site. The project is planned to occur only within the existing disturbed area as shown on the as depicted in the foregoing FIGURES 4.2, 4.3, 4.4 & 4.5 and EXHIBITS A and B. **As designed, there will be no damage to scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.**

- c) *In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*

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**Less Than Significant Impact**

The Project Site is specifically located east of Deep Creek Road, north of Rock Springs Road, and bordered on the south and southeast by the Burlington Northern Railroad, in

the unincorporated area of San Bernardino County and within the Town of Apple Valley Sphere of Influence. As described in the Biological Technical Report by ECORP Consulting, dated October 2024, *"The Project Site consists of developed land with residential properties, structures to support livestock, and old agricultural fields that have been heavily disturbed. Native Joshua tree woodland habitat is present [outside of] the Project Site in the northeast corner of the site, as well as in a small sliver in the southern portion. Disturbances observed within the Project Site and the 500-ft survey buffer include vehicle tracks, storage of shipping containers and debris piles, dilapidated structures, and nonnative plant species. In addition, the biologists observed evidence of feral burros (Equus asinus) grazing including an observation of a pack of individuals as well as tracks and scat left behind. Two soil types are present within the Project Site: Cajon Sand, 9 to 15 Percent Slopes and Cajon-Wasco, Cool Complex, 2 to 9 Percent Slopes (NRCS 2024a). Representative site photographs are presented in Appendix A."*

The existing condition on the site is heavily disturbed as a Freight Container Storage Area under an existing Temporary Use Permit. Freight containers are stored on grade with native soil dominating the area and multiple dirt roads of varying width transecting the property, mainly along the boundaries. The property supports a relatively flat topography, with the exception of the northeast corner where there are elevated rocky outcroppings.

A set of "LINE OF SIGHT PLANS" were prepared by Red Brick Consulting Architects and Engineers in March 2025 in conjunction with the Land Use Consistency Analysis (LUCA) prepared by Entitlement Strategies Group, Inc., dated March 5, 2025 included herewith as APPENDIX 5 Land Use Consistency Analysis & Proposed Site Plan. LUCA Section 4.2 Freight Container Storage Plans **FIGURE 4.4 SCREENING & BUFFERING, LINE OF SIGHT**, and **FIGURE 4.5 SCREENING & BUFFERING, LINE OF SIGHT DETAIL** determined that the proposed Project will not have a substantial adverse effect on a scenic vista. These Plans are also included in the foregoing analysis of Question "a)" as Figures I.-1 through I.-4. ***Therefore, although the project is in a non-urbanized area, the design meets the required Development Code Design Standard §83.02.060 Fig. 83-2 with the implementation of the proposed screening and buffering. Thus, there is a less than significant impact and the proposed project will not substantially degrade the existing visual character or quality of public views of the site and its surroundings.***

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

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**No Impact**

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The Project Site occurs within a non-urbanized area within the sphere of the Incorporated Town of Apple Valley. Light sources would be oriented towards the property and boxed. The Project may also include lighting for security. Subject to Section 83.07.040(a) of the San Bernardino County Development Code new permitted

lighting for new construction, unless exempt in compliance with Subsection 83.07.040(e) (Exempt lighting and fixtures), shall be shielded to preclude light pollution. In accordance with the Development Code the maximum allowed residential pole lighting shall not exceed 12 feet in height. No conflicts with the Development Code are expected as all proposed lighting would be oriented away from the neighboring existing residents to the west would be in compliance with San Bernardino Development Code Section 83.07.040(a). Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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



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

**San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; SBC Countywide Policy Plan; California Department of Conservation Farmland Mapping and Monitoring Program**

- 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 (FMMP) of the California Resources Agency, to non-agricultural use?*

**No Impact**

The County of San Bernardino General Plan Countywide Plan Policy Map NR-5 Agricultural Resources shows the site as being within the County Region and outside of any FMMP – Significant Farmlands 2016 as listed on the Policy Map as “Prime Farmland, Farmland of Statewide Importance and Unique Farmland” as shown on **Figure AEF 1 - Policy Map NR-5 Agricultural Resources**. No prime farmland, unique farmland, or farmland of statewide importance occurs at the Project Site or within the immediate vicinity. The Proposed Project would not convert farmland to a non-agricultural use. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

**No Impact**

The County of San Bernardino General Plan Countywide Plan Policy Map NR-5 Agricultural Resources shows the site as being within the County Region and outside of any Williamson Act Parcels as listed on the Policy Map as “Renewed Farmlands” as shown on the following **Figure II.61 - Figure AEF 1 - Policy Map NR-5 Agricultural Resources**. The site land use is currently designated as Rural Land Management with the allowable use of “Industrial with Extensive Buffering and Screening”. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- 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))?*

**No Impact**

The Project Site has a land use designation of AV/AG. The Proposed Project is for continuation of an existing a Freight Container Storage Area under a TUP with a permitted industrial use under a Conditional Use Permit. The Site is not located in any designated forest land. Implementation of the Proposed Project would not conflict with

existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

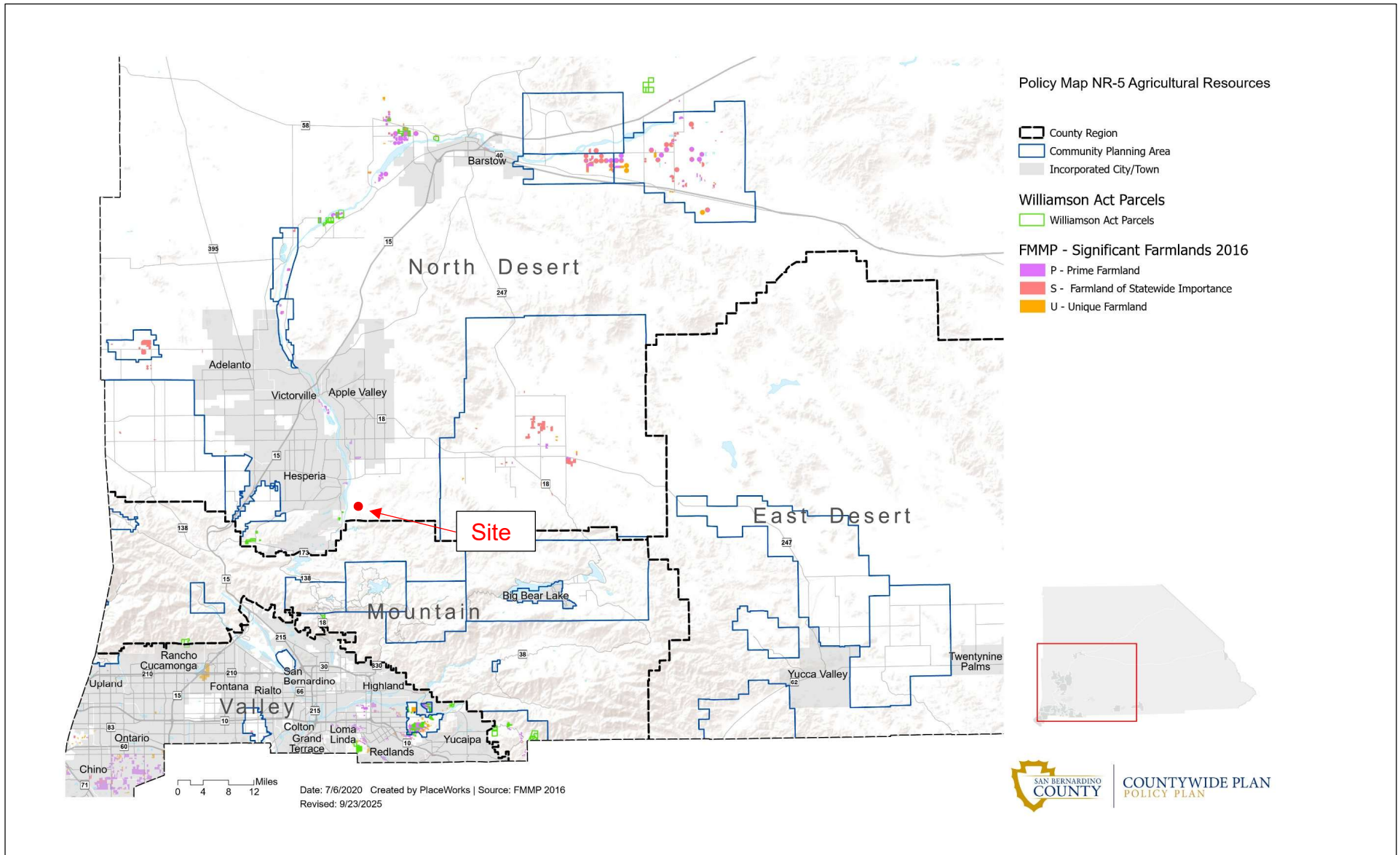


FIGURE II.1 - Figure AEF 1 - Policy Map NR-5 Agricultural Resources.

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

---

**No Impact**

---

Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The Project Site is currently vacant and does not support forest land. Implementation of the Proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. ***Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.***

- 
- e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

---

**No Impact**

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Implementation of the Proposed Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. ***No impacts are identified or are anticipated, and no mitigation measures are required.***

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

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

***San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; MDAQMD; Air Quality Impact Analysis (AQIA) by Urban Crossroads dated October 10, 2024***

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

**Less Than Significant Impact**

An Air Quality Impact Analysis (AQIA) was performed by Urban Crossroads dated October 10, 2024. The report is included in APPENDIX 2- Air Quality Analysis (AQA) and is summarized herein.

The Project has been evaluated to determine if it will violate an air quality standard or contribute to an existing or projected air quality violation. Additionally, the Project has been evaluated to determine if it will result in a cumulatively considerable net increase of a criteria pollutant for which the MDAB is non-attainment under an applicable federal or state ambient air quality standard.



The Standards of Significance criteria used in the AQIA for determining the significance of potential Project related impacts were taken from the State CEQA Guidelines (the Initial Study Checklist (14 CCR §§15000, et seq.) which are the significance criteria listed above in items a) through d).

The Project site is located in the Mojave Desert Air Basin (MDAB), within the jurisdiction of the Mojave Desert Air Quality Basin District (MDAQMD), falls under the current California Environmental Quality Act (CEQA) and Federal Conformity Guidelines. MDAQMD Guidelines were adhered to in the assessment of air quality impacts for the proposed Project in the AQIA.

The MDAQMD regional significance thresholds for regulated pollutants are listed below in **TABLE III.1 – AQIA Table 3-1**. The MDAQMD’s CEQA and Federal Conformity Guidelines indicate that any projects in the MDAB with daily regional emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

**TABLE III.1 – AQIA Table 3-1**

<b>Pollutant</b>	<b>Regional Thresholds (lbs/day)</b>
CO	548 (lbs/day)
NO <sub>x</sub>	137 (lbs/day)
VOC	137 (lbs/day)
SO <sub>x</sub>	137 (lbs/day)
PM <sub>10</sub>	82 (lbs/day)
PM <sub>2.5</sub>	65 (lbs/day)

lbs/day = Pounds Per Day

The following summarizes the methods and findings of the AQIA by Urban Crossroads. This report is included in its entirety as **APPENDIX 1 AIR QUALITY ASSESSMENT**. The analysis was prepared to determine the impact on air quality from the proposed Project.

#### **Models Employed to Analyze Air Quality**

The AQIA uses the California Air Pollution Control Officers Association (CAPCOA) CalEEMod 2022 released in May 2022 in conjunction with other California air districts, including MDAQMD. CalEEMod periodically releases updates, as such the latest version available at the time of this report has been utilized in this analysis. The purpose of the CalEEMod model is to calculate construction-source and operational-source criteria pollutant (VOCs, NOX, SOX, CO, PM10, and PM2.5) and Greenhouse Gas (GHG) emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. Accordingly, Urban Crossroads used the latest version of CalEEMod

to analyze the proposed Project to determine air quality emissions. Output from the model runs are provided in AQIA Appendix 3.1.

The proposed Project will function as a Freight Container Storage Area on approximately 17.89 acres within an overall parcel of 23.37 acres.

The following are the basic definitions of the Major Air Pollutants listed in the MDAQMD CEQA Guidelines:

**Appendix A – Basic Definitions of Major Air Pollutants**

*Technical and/or legal definitions exist for many of these pollutants, depending on context. The following definitions are for general, introductory purposes only:*

**Carbon Dioxide (CO<sub>2</sub>)** – Common product of combustion. Not a criteria pollutant but considered an important greenhouse gas. Important on a national or global scale.

**Carbon Monoxide (CO)** – Common product of incomplete combustion. A criteria pollutant with state and federal standards. Not a primary photochemical reaction compound but involved in photochemical reactions. Dissipates rapidly and is therefore only important on a local scale near sources.

**Criteria Pollutants** – Those air pollutants specifically identified for control under the Federal Clean Air Act (currently six: carbon monoxide, nitrogen oxides, lead, sulfur oxides, ozone and particulates).

**Lead (Pb)** – A heavy metal, present in the environment mainly due to historical use in motor vehicle fuel. Primarily associated with lead smelting operations. A criteria pollutant with state and federal standards. Primarily of concern near sources.

**Oxides of Nitrogen (NO<sub>x</sub>)** – Common product of combustion in the presence of nitrogen. Includes NO<sub>2</sub>, which is a criteria pollutant with state and federal standards. Locally and regionally important due to its involvement in the photochemical formation of ozone.

**Oxides of Sulfur (SO<sub>x</sub>)** – Common product of combustion in the presence of sulfur. Associated primarily with diesel and coal burning. Includes SO<sub>2</sub>, a criteria pollutant with state and federal standards. Primarily of concern near sources.

**Ozone (O<sub>3</sub>)** – A gas mainly produced by a photochemical reaction between reactive organic gases and oxides of nitrogen in the presence of sunlight (also produced by molecular oxygen in the presence of ultraviolet light or electrical discharge). A strong oxidant that is damaging at ground level but necessary at high altitude (in the stratosphere, where it absorbs dangerous ultraviolet light). Also considered an important greenhouse gas. A criteria pollutant with state and federal standards.

**Particulate Matter (TSP or PM30)** – Solid or liquid matter suspended in the atmosphere, excluding water. Includes aerosols and droplets that form in the atmosphere. Locally and regionally important.

**Reactive/Volatile Organic Compounds/Gases (ROG, VOC, NMOG, NMOC)** – A portion of total organic compounds or gases, excludes methane, ethane and acetone (due to low photochemical reactivity). "ROG" is generally used by the California Air Resources Board, "VOC" is generally used by the United States Environmental Protection Agency, but all four terms are interchangeable for most uses. Regionally important due to its involvement in the photochemical reaction that produces ozone.

**Respirable Particulate Matter (coarse or PM10, and fine or PM2.5)** – That portion of particulate matter that tends to penetrate into the human lung. The subscript refers to aerodynamic diameter. Criteria pollutants with state and federal standards. Locally and regionally important.

**Total Organic Compounds/Gases (TOC or TOG)** – Compounds containing at least one atom of carbon, except carbon monoxide, carbon dioxide, carbonic acid, metallic carbides and metallic carbonates. Primarily methane in the atmosphere, a greenhouse gas.

Both Construction Emissions and Operational Emissions were evaluated in the AQIA. Because the Project will function as a freight container Storage area on a net 17.89 acre site (overall the entire Parcel was cited in the AQIA as 41.71 acres) and the site will remain as is which is dirt and no construction activities are required, the AQIA concluded that, "no analysis of construction -related emission was performed."

The AQIA identified that operational activities associated with the Project will result in emissions of VOCs, NOX, SOX, CO, PM10, and PM2.5. Operational emissions are expected from the following primary sources:

- Mobile Source Emissions
- Area Source Emissions
- On-Site Cargo Handling Equipment Emissions

The AQIA identified that "The Project related operational air quality emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site, truck trips associated with the proposed uses. Trip characteristics available from the Earl Graham (CUP 2022-00082) Trip Generation Assessment were utilized in this analysis (20). Per the Earl Graham (CUP 2022-00082) Trip Generation Assessment, the proposed Project expected to generate approximately 246 total trips per day which includes 118 passenger vehicle trips per day and 128 actual truck trips per day."

The AQIA CalEEMod defaults for trip length and trip purpose for the proposed land uses were used for determining the emissions from passenger car vehicles noting that, "It is important to note that although the Earl Graham (CUP 2022-00083) Trip Generation Assessment does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light Duty-Trucks (LDT11 & LDT22), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-2 was utilized."

Below is TABLE III.2 – AQIA Table 3-2: Passenger Car Fleet Mix – Industrial:

**TABLE III.2 – AQIA Table 3-2: Passenger Car Fleet Mix – Industrial**

Land Use	% Vehicle Type				
	LDA	LDT1	LDT2	MDV	MCY
Proposed Project	52.61%	4.66%	22.97%	16.94%	2.82%

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.

The AQIA analysis incorporated the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages taken from the Earl Graham (CUP 2022-00082) Trip Generation Assessment to determine emissions from trucks for the proposed industrial use as a freight container storage facility. The trip length used was 24.1 miles, assuming 100% of primary trips for the proposed use. The truck types were broken down by each truck type consistent with the Urban Crossroads' Trip Generation Assessment prepared for the Project as follows:

Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT13 & LHDT2 4)/2-axle, Medium-Heavy-Duty Trucks (MHD)/3-axle, and Heavy-Heavy-Duty Trucks (HHD)/4+-axle.

To account for emissions generated by trucks, the AQIA used the following fleet mix in the analysis:

**TABLE III.4 – AQIA TABLE 3-3: TRUCK FLEET MIX – INDUSTRIAL USE**

Land Use	% Vehicle Type			
	LHDT1	LHDT2	MHDT	HHDT
Proposed Project	6.14%	1.68%	40.63%	51.56%

Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the total number of truck trips.

Vehicles traveling on paved roads would be a source of fugitive emissions due to the generation of road dust inclusive of brake and tire wear particulates. The emissions estimate for travel on paved roads were calculated using CalEEMod.

For this Project, the AQIA onsite modeled operational equipment includes up to one (1) diesel-powered cargo handling equipment operating at 12 hours a day for 365 days of the year. The estimated operational-source emissions are summarized on Table III.4. Detailed operation model outputs for the Project are presented in Appendix 3.1. As shown on Table 3-4, the Project’s daily regional emissions from on-going operations would not exceed the thresholds of significance for emissions of any criteria pollutant.

The CalEEMod utilizes summer and winter EMFAC2021 emission factors in order to derive vehicle emissions associated with the Project operational activities which vary by season.

The following **TABLE III.5 – Summary of Peak Operational Emissions** compares the Total Maximum Daily Emissions to the MDAQMD Regional Thresholds.

**TABLE III-3.5 – Summary of Peak Operational Emissions**

Source	Emissions (lbs/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer						
Mobile Source	0.82	9.19	9.92	0.11	4.53	1.30
Area Source	0.28	0.00	0.00	0.00	0.00	0.00
On-Site Cargo Handling Equipment	0.37	2.80	3.46	0.00	0.24	0.22
<b>Total Maximum Daily Emissions</b>	<b>1.47</b>	<b>11.99</b>	<b>13.38</b>	<b>0.11</b>	<b>4.77</b>	<b>1.52</b>
MDAQMD Regional Threshold	137	137	548	137	82	65
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
Winter						
Mobile Source	0.76	9.71	8.14	0.11	4.53	1.30
Area Source	0.28	0.00	0.00	0.00	0.00	0.00
On-Site Cargo Handling Equipment	0.37	2.80	3.46	0.00	0.24	0.22
<b>Total Maximum Daily Emissions</b>	<b>1.41</b>	<b>12.51</b>	<b>11.60</b>	<b>0.11</b>	<b>4.77</b>	<b>1.52</b>
MDAQMD Regional Threshold	137	137	548	137	82	65
<b>Threshold Exceeded?</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>

Source: CalEEMod operation-source emissions AQIA Appendix 3.1

The MDAQMD thresholds are not exceeded and therefore there are no operational emissions impacts.

CO “Hot Spot” Analysis in the AQIA concluded that, “The 2003 AQMP’s findings underscore that CO hotspots are highly unlikely due to the reduced background concentrations and the effectiveness of California’s air quality management strategies. The substantial reduction in CO levels from the vehicle fleet and the state’s attainment status for CO further diminish the need for detailed microscale hotspot analyses, reinforcing that existing monitoring and regulatory frameworks adequately address potential air quality concerns.

### AIR QUALITY MANAGEMENT PLAN (AQMD)

Conformance with the Federal Particulate Matter Attainment Plan and Ozone Attainment Plan for the Mojave Desert attainment plans for development projects is determined by demonstrating compliance the indicators discussed below in the AQIA:

#### CONSISTENCY CRITERION NO. 1

##### *Local land use plans and/or population projections*

According to the County of San Bernardino General Plan, the Resource Land Management land use and zoning designation of the site is AC/AG. The AC/AG designation provides sites for commercial agricultural operations, agriculture support services, rural residential uses and similar and compatible uses. The Project Applicant proposes land uses that are consistent with development anticipated under the site's existing General Plan designation. The Project would therefore conform to land use plans.

#### CONSISTENCY CRITERION NO. 2

##### *All MDAQMD Rules and Regulations*

The Project would be required to comply with all applicable MDAQMD Rules and Regulations, including, but not limited to Rules 401 (Visible Emissions), 402 (Nuisance), and 403 (Fugitive Dust).

#### CONSISTENCY CRITERION NO. 3

##### *Demonstrating that the project will not increase the frequency or severity of a violation in the federal or state ambient air quality standards*

As substantiated herein, Project operational-source emissions would not exceed applicable MDAQMD regional thresholds. As such, the Project would not have the potential to increase the frequency or severity of a violation in the federal or state ambient air quality for ongoing project operations.

#### AQMP CONSISTENCY CONCLUSION

The AQIA concluded that the Project would not result in or cause NAAQS or CAAQS because of the fact that the proposed land designation for the subject site is consistent with the land use designation discussed in the General Plan and that the Project would not exceed the applicable regional thresholds and **would therefore be considered to have a less than significant impact**. Therefore, the Project is considered to be consistent with the AQMD.

- 
- b) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?*
- 

**No Impact**

---

The AQIA analyzed Cumulative Impacts in Section 3.10. For determining cumulative impacts the MDAQMD relies on the SCAQMD for guidance. The SCAQMD's published report addressing how to address cumulative impacts from air pollution titled, "*White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*". In this report the AQMD states (Page D-3):

*"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR. The only case where the significance thresholds for project specific and cumulative impacts differ is the Hazard Index (HI) significance threshold for toxic air contaminant (TAC) emissions. The project specific (project increment) significance threshold is  $HI > 1.0$  while the cumulative (facility-wide) is  $HI > 3.0$ . It should be noted that the HI is only one of three TAC emission significance thresholds considered (when applicable) in a CEQA analysis. The other two are the maximum individual cancer risk (MICR) and the cancer burden, both of which use the same significance thresholds (MICR of 10 in 1 million and cancer burden of 0.5) for project specific and cumulative impacts.*

*Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."*

Thus, as concluded in the AQIA, individual projects that do not generate emissions that exceed the MDAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, **would not be considered to have a significant**, adverse air quality impact. Conversely, individual project-related emissions that exceed MDAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted herein, the Project will not exceed the applicable MDAQMD regional thresholds. **As such, the Project will not result in a cumulatively significant impact.**

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

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### **No Impact**

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According to the MDAQMD Guidelines<sup>2</sup> the following are the Sensitive Receptor Land Uses: Residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using significance threshold criteria:

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<sup>2</sup> REFERENCE: MDAQMD Guidance Document Chapter 2 Air Quality Issues Regarding Land Use  
County of San Bernardino



Residences, schools, daycare centers, playgrounds and medical facilities are considered sensitive receptor land uses. The following project types proposed for sites within the specified distance to an existing or planned (zoned) sensitive receptor land use must be evaluated using significance threshold criteria:

- 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.

Significance Threshold: The proposed Project is not within 1000 feet Residences, schools, daycare centers, playgrounds and medical facilities and therefore does not meet the criteria for a project type which is subject to the sensitive receptor significance threshold evaluation. As such no analysis for sensitive receptors is required. Additionally, results of the regional analysis indicate that the Project will not exceed the MDAQMD significance thresholds. Therefore, sensitive receptors would not be subject to a significant air quality impact as described in the AQIA. ***Consequently, the project will not expose sensitive receptors to substantial pollutant concentrations and therefore will have no impact.***

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

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### **Less Than Significant Impact**

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The AQIA analyzed potential for the Project to generate objectionable odors. The AQIA lists the land uses generally associated with odor complaints that include the following:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The Project land use as a Freight Container Storage Area is not typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. It is expected that Project-generated refuse would be stored in standard covered waste containers and removed at regular intervals in compliance with the County's solid waste regulations.

The proposed Project would also be required to comply with MDAQMD Rule 402 to prevent occurrences of public nuisances. ***Therefore, odors, and emissions that may lead to odors, associated with the proposed Project would be less than significant and no mitigation is required.***

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

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

**San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Biological Reconnaissance Survey conducted by ECORP Consulting Inc. (ECORP) in September 2024 and a subsequent Biological Technical Report was prepared by ECORP dated October 2025. Site Visit**

- a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

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### **No Impact**

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A Biological reconnaissance survey was conducted by ECORP, Consulting Inc. (ECORP) in September 2024 and a subsequent Biological Technical Report was prepared by ECORP dated May 2025. The Survey covered approximately 47.10-acre property (Assessor's Parcel Numbers 0438-163-24, 0438-163-37, 0438-163-43, and 0438-163-44) and a portion of the public right-of-way along Deep Creek Road in the Town of Apple Valley, San Bernardino County, California. The survey was conducted to identify any potential biological resources that could be affected by the proposed Container Storage Project (Project), pursuant to the terms of the California Environmental Quality Act (CEQA) and for the purposes of identifying any biological constraints that would affect the proposed site plan for the Project. The Project will be subject to county, state, and federal regulations regarding compliance with the federal Endangered Species Act (ESA), California ESA, Migratory Bird Treaty Act (MBTA), Clean Water Act (CWA) regulations, and California Fish and Game Code.

The survey was conducted to identify potential Biological Resource constraints and ensure compliance with state and federal regulations regarding listed, protected, and sensitive species as listed below:

### **SPECIAL-STATUS SPECIES REGULATIONS**

#### **FEDERAL REGULATIONS**

The Federal Endangered Species Act  
Migratory Bird Act  
Federal Clean Water Act

#### **STATE AND LOCAL REGULATIONS**

California Endangered Species Act  
Fully Protected Species  
California Fish and Game Code  
Native Plant Protection Act

Streambed Alteration Agreement  
Migratory Birds  
Bats and Bat Roosts  
Porter-Cologne Water Quality Act  
California Environmental Quality Act Significance Criteria  
California Desert Native Plants Act  
Western Joshua tree Conservation Act  
San Bernardino County Protections  
San Bernardino County Biotic Resources Overlay  
Desert Native Plant Protection  
Town of Apple Valley Development Code – Plant Protection and Management  
(Chapter 9.76)  
Town of Apple Valley Multiple Species Habitat Conservation Plan

While the total Survey Area is a 500' radius area, the actual proposed Freight Container Storage Area is only a limited area located completely outside of the jurisdictional areas totaling 779,148 Sq. Ft., approximately 17.89 acres as shown on the following FIGURE 4.2 – ECORP Biological Technical Report Figure 4. Vegetation Communities and Land Cover Types. The proposed Freight Container Storage Area is located within the Existing disturbed area.

The conclusions of the ECORP Impact Analysis<sup>3</sup> is summarized as follows:

***Special Status Species***

*Based on communications with the Client, Project-related activities are expected to be limited to the 17.89 Project Area within the disturbed area of the Study Area (Figure 4). If this is the case, no impacts to special-status plant species are anticipated resulting from Project activities. However, if Project-related activities encroach into the natural habitat of the Joshua tree woodland present on the Study Area, then impacts to special-status plant species may occur and consultation with the appropriate regulatory agencies would be required.*

*Project-related activities are expected to be limited to the disturbed areas of the Project Site, where western Joshua trees are not present. If impacts to western Joshua tree are expected, a protocol-level western Joshua tree census and coordination with CDFW on obtaining an Incidental Take Permit for western Joshua tree would be required.*

*Burrowing owl was found to have a high potential to occur on the Study Area. Although no burrowing owl, burrowing owl sign (whitewash, pellets, and/or feathers) were observed during the survey, the Study Area does contain suitable habitat for this species and the literature review and database search identified eight records in the vicinity of the Study Area. Burrowing owls are CDFW SSC species that are also protected by the MBTA and*

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<sup>3</sup> REFERENCE: Biological Technical Report for the Container Storage Project, San Bernardino County, CA dated October 2024 by ECORP Consulting Inc.

California Fish and Game Code. Impacts resulting from direct take of burrowing owls, and/or their burrows shall be mitigated. These species are mobile and if the conditions were to change on the Study Area, they could take up residence on the Study Area. **However, ECORP concluded that with Project-related activities expected to be limited to the identified area of disturbance of the Study Area (Figure IV) currently operating as a Freight Container Storage Area under a TUP and not within jurisdictional area, Further, Figure IV shows the Study area is predominantly developed and disturbed, therefore, no impacts to burrowing owl are anticipated resulting from Project activities.**

Crotch bumble bee and LeConte's thrasher were found to have moderate potential to occur on the Study Area. Although neither species was observed during the survey, the Study Area does contain suitable habitat for both species, and the literature review and database search identified historic occurrences within 5 miles of the Study Area. Crotch bumble bee is a candidate for listing under the California ESA and LeConte's thrasher is a CDFW SSC that is protected by the MBTA and California Fish and Game Code. However, with Project-related activities expected to be limited to the Project Area within the disturbed area of the Study Area (Figure 4), **no impacts to Crotch bumble bee and LeConte's thrasher are anticipated resulting from Project activities.**

No desert tortoise or desert tortoise sign (e.g., scat, tracks, burrows) were identified during the biological reconnaissance survey. However, desert tortoises were assigned a low potential to occur in the Study Area based on the presence of marginally suitable habitat in the vicinity of the Study Area. Marginally suitable, low-quality habitat was present within the disturbed Joshua tree woodland and creosote bush scrub habitat on the Study Area. However, the site is fairly isolated, very disturbed, and bordered by a BNSF railroad and urban development. **Therefore, desert tortoise is not anticipated to be present, and no impacts are anticipated resulting from Project Activities.**

The structures, shrubs, and Joshua trees present on and immediately adjacent to the Study Area could provide nesting habitat for nesting birds and raptors protected by the MBTA and California Fish and Game Code. Furthermore, the Study Area. The structures, shrubs, and Joshua trees present on and immediately adjacent to the Study Area could provide nesting habitat for ground-nesting bird species. However, with Project-related activities expected to be limited to the Project Area within the disturbed area of the Study Area where no trees were observed (Figure 4), **no impacts to nesting birds are anticipated resulting from Project activities.**

#### **Sensitive Natural Communities**

Natural vegetation communities observed in the Project Site included 3.34 acres of creosote bush scrub and 1.79 acres of Joshua tree woodland. The Project Site did not contain any riparian habitat. Joshua tree woodland is listed as a sensitive natural community by CDFW with a state rank of S3, indicating it is vulnerable in the state due to

a restricted range, few populations, recent and widespread declines, or other factors making it vulnerable to extirpation in California (CDFW 2024e). While this community has a ranking of S3, Joshua tree woodland is considered to be highly imperiled due to the species' restricted range and significant population decline resulting from recent and widespread encroaching development within its limited range. This community was observed in the northeast corner of the Project Site and in a small area of the southwest corner of the Site (Figure 4). Anthropogenic disturbances present in this community included OHV trails, trash, nonnative plant species, and scat from nonnative burros. Based on communications with the Project Proponent, Project-related activities are expected to be limited to the Project Area, within the disturbed area of the Study Area (Figure 4). **Therefore, no impacts to Joshua tree woodland are anticipated resulting from Project activities.** However, if Project-related activities encroach into the Joshua tree woodland present on the Project Site, then impacts to this sensitive natural community may occur and consultation with the appropriate regulatory agencies would be required.

#### **State and Federally Protected Wetlands and Waters of the United States**

ECORP mapped a total of approximately 0.050 acre of ephemeral drainage within the Study Area. The ephemeral drainage mapped within the Study Area likely does not meet the current definition of Waters of the U.S. but is subject to USACE verification. The ephemeral drainage would likely be jurisdictional under the Porter-Cologne Water Quality Control Act. In addition, approximately 0.097 acre of streambed occurs within the Study Area that would likely be regulated under California Fish and Game Code Section 1600. These acreages represent a calculated estimation of the extent of aquatic resources within the Study Area and are subject to modification following an agency review and/or verification process.

According to plans provided by the Project Proponent, there are no anticipated Project impacts to aquatic features within the Study Area. The ephemeral drainage and associated streambed that were mapped within the Study Area occur outside of any areas that contain Project impacts. **Therefore, Project development would not result in any permanent or temporary impacts to potential Waters of the U.S., Waters of the State, and/or CDFW-regulated habitat. Additional details are provided in the Potential Impact Analysis of Aquatic Resources and Permit Recommendation for the Container Storage Project Memorandum prepared by ECORP for this Project (ECORP 2025b).**

#### **Wildlife Corridors and Nursery Sites**

The Study Area is located adjacent to areas containing existing disturbances (e.g., paved and dirt roads), residential development to the west, and open land to the north. The Study Area contains little cover that would only allow for local movement of wildlife. No migratory wildlife corridors or native wildlife nursery sites were identified within the Study Area. **Therefore, no impacts to wildlife corridors or nursery sites are expected to occur during the development of the Study Area.**

**Local Policies and Ordinances California Desert Native Plants Act**

Plant species protected by the CDNPA were identified on the Study Area, and included western Joshua tree, silver cholla, and Mojave yucca (*Yucca schidigera*). Based on communications with the Project Proponent, Project-related activities are expected to be limited to the Project Area within the disturbed area of the Study Area (Figure 4). **Therefore, no impacts to CDNPA plant species are anticipated resulting from Project activities.** However, if Project-related activities encroach into the Joshua tree woodland and creosote bush scrub present on the Study Area, then impacts to CDNPA plant species may occur and consultation with the appropriate regulatory agencies and/or municipalities would be required.

**Town of Apple Valley Development Code – Plant Protection and Management (Chapter 9.76)**

Plant species protected by the Town of Apple Valley Development Code were identified on the Study Area and included western Joshua tree, silver cholla, and Mojave yucca (*Yucca schidigera*). Based on communications with the Project Proponent, Project-related activities are expected to be limited to the Project Area within the disturbed area of the Study Area (Figure 4). **Therefore, no impacts to plant species protected by the Town of Apple Valley Development Code are anticipated resulting from Project activities.** However, if Project-related activities encroach into the Joshua tree woodland and creosote bush scrub present on the Study Area, then impacts to protect plant species may occur and consultation with the appropriate regulatory agencies and/or municipalities would be required.

The fact is that the proposed Freight Container Storage Area Project-related activities will be limited to the disturbed areas of the Study Area (Figure 4) as follows in **FIGURE IV. - ECORP Figure 4. Vegetation Communities and Land Cover Types.** In addition, there will be no construction nor ground disturbances. **Therefore, there will be no impacts are anticipated.**

ECORP concluded, "Though several sensitive natural resources were identified or have the potential to be present within the Study Area, none are anticipated to occur within the Project Area where all operational activities would take place outside of natural, undisturbed areas. Therefore, no mitigation measures are expected to be required."

Based on the foregoing, in that, the proposed Freight Container Storage Area is outside of the jurisdictional area it will not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service and consequently **there is no impact.**

ECORP included the following discussion regarding the San Bernardino County Biotic Resource Overlay and the Desert Native Plan Protection:

### San Bernardino County Biotic Resources Overlay

The San Bernardino County Biotic Resources Overlay was established by the Land Use Plan and Land Use Zoning Districts (§§ 82.01.020) and the Overlays (§§ 82.01.0230) of the County of San Bernardino. The purpose of the Biotic Resources Overlay is to implement General Plan policies regarding the “protection and conservation of beneficial rare and endangered plants and animal resources and their habitats” (San Bernardino County 2024a). Projects within the County of San Bernardino are required to address the biological resources that appear within the Biotic Resources Overlay and overlap with their Project Area. Further, project proponents must identify mitigation measures that will reduce or eliminate impacts to the identified resources.

#### 2.2.8.2 Desert Native Plant Protection

All species of the family Agavaceae, all Joshua trees, all species of mesquite (*Neltuma odorata* and *Strombocarpa pubescens*), and all species of palo verde (*Parkinsonia* spp.) are considered regulated desert native plants under the *San Bernardino County Development Code – Plant Protection and Management (Chapter 88.01)* (San Bernardino County 2024b).

The Development Code Plant Protection and Management Chapter 88.01 requires that a Tree or Plant Removal Permit be obtained prior to the removal of a regulated tree or plant identified in the chapter on public or private land, which includes the western Joshua tree (Section 88.01.050). Projects that will result in the removal of any species protected under this development code must seek prior approval from San Bernardino County via a Tree or Plant Removal Permit prior to the start of ground-disturbing activities. During the permit review process, the County may require certification from an appropriate arborist, registered professional forester, or a Desert Native Plant Expert that any proposed plant removal activities are appropriate, supportive of a healthy environment, and in compliance with Chapter 88.01 of the Development Code, which may require a health assessment of the affected plant(s).

ECORP’s same conclusion holds true given that the fact is that the proposed Freight Container Storage Area Project-related activities will be limited to the disturbed areas of the Study Area (Figure 4) as follows in **FIGURE IV. - ECORP Figure 4. Vegetation Communities and Land Cover Types**. In addition, there will be no construction or ground disturbances. ***Therefore, no impacts are anticipated. Thus, there is no impact.***

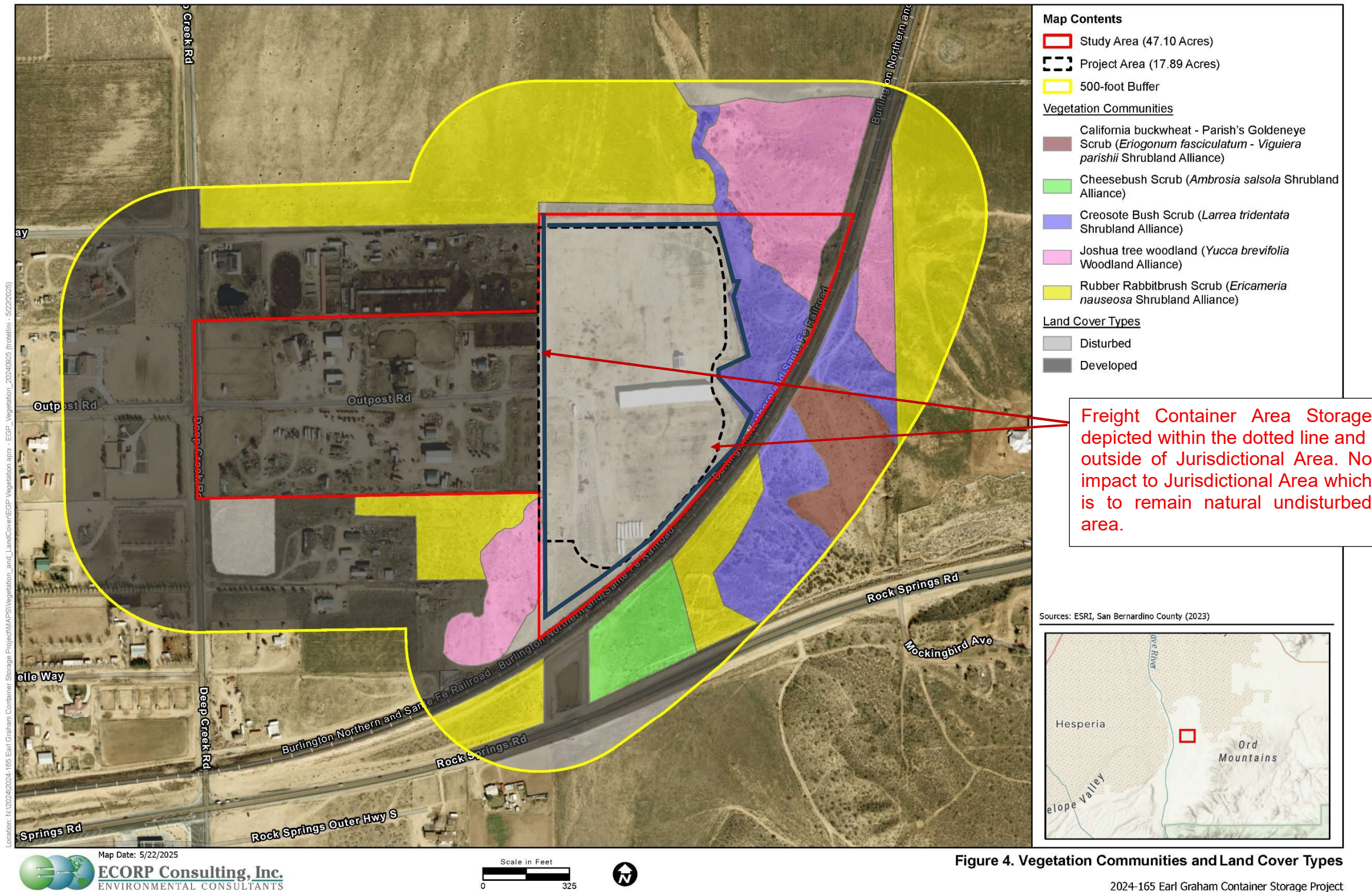


Figure 4. Vegetation Communities and Land Cover Types

2024-165 Earl Graham Container Storage Project

FIGURE IV. – ECORP Figure 4. Vegetation Communities and Land Cover Types

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

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**No Impact**

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An Aquatic Resources Delineation (ARD) was conducted on the proposed Project Site by ECORP Consulting, Inc. Environmental Consultants dated October 2024. The Study area encompasses approximately 47.10 acres comprised of Assessor's Parcel Numbers 0438-163-24, -37, -43, and -44 as well as a portion of the public right-of-way along Deep Creek Road. Assessor's Parcel No. 0438-163-24 is the parcel within which the proposed Freight Container Storage Area is proposed, and of which is approximately 17.89 acres. The ARD addressed the following required Regulatory Requirements:

- Waters of the United States – the United States Army Corp of Engineers regulates the discharge of dredged or fill material into Waters of the U.S. under Section 404 of the Clean Water Act.
- Wetlands
- Other Waters
- Clean Water Act (CWA)
- Jurisdictional Assessment
- Porter-Cologne Water Quality Control Act – Water Quality Regulations Implemented by the California Regional Water Quality Control Board (RWQCB)
- California Fish and Game Code Section 1602 - Implemented by the California Department of Fish and Wildlife (CDFW)

ECORP conducted this ARD in accordance with the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Arid West Region Supplement; USACE 2008a). ECORP identified non-wetland waters in the field according to A Field Guide to the Identification of the Ordinary High-Water Mark (OHWM) in the Arid West Region of the Western United States (USACE 2008b), where applicable. ECORP delineated the boundaries of aquatic resources using standard field methods and recorded field data on Arid West Ephemeral and Intermittent Streams OHWM Datasheets (USACE 2010). If sample points were collected, ECORP also recorded data on Wetland Determination Data Forms – Arid West Region (USACE 2008a). The biologists used a color aerial photograph that was available on ArcGIS to assist with mapping and ground-truthing (Environmental Systems Research Institute [ESRI] 2024). ECORP also used Munsell Soil Color Charts (Munsell Color 2009) and the Web Soil Survey (Natural Resources Conservation Service [NRCS] 2024a) to aid in identifying hydric soils in the field and used

Jepson eFlora (Jepson Flora Project 2024) for plant nomenclature and identification.<sup>4</sup> Conservation Service [NRCS] 2024a) to aid in identifying hydric soils in the field and used Jepson eFlora (Jepson Flora Project 2024) for plant nomenclature and identification.<sup>5</sup> ECORP biologists Chelsie Brown and Eliza McLean surveyed the Study Area on September 10, 2024. The biologists walked or visually inspected the entire approximately 47.10-acre Study Area to determine the location and extent of aquatic resources within the Study Area. The biologists recorded aquatic resources within the Study Area in the field using a post-processing-capable Global Positioning System unit with sub-meter accuracy (e.g., tablet or phone with ArcGIS Field Maps using Juniper Geode submeter).

ECORP conducted a typical-year analysis of the Study Area via a single-point method using the USACE Antecedent Precipitation Tool (APT; USACE 2024). The APT is an automation tool that utilizes standardized methodology to calculate precipitation normalcy at a given location using publicly available data sources. The APT analysis determines whether precipitation, drought, and other climatic conditions from the previous 3 months are wet, normal, or dry for the geographic area based on a rolling 30-year period (USACE 2024). The ARD Section 4.1.1 describes the National Wetlands Inventory (NWI) as follows:

*“The U.S. Fish and Wildlife Service (USFWS) has established the National Wetlands Inventory (NWI) to conduct a nationwide inventory of U.S. wetlands to provide biologists and others with information on the distribution and type of wetlands to aid in conservation efforts (USFWS 2024). The USFWS’s objective of mapping wetlands and deep-water habitats is to produce reconnaissance-level information on the location, type, and size of these resources. The maps are prepared from the analysis of high-altitude imagery. Wetlands are identified based on vegetation, visible hydrology, and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis. The NWI program was neither designed nor intended to produce legal or regulatory products; therefore, wetlands identified by the NWI program are not the same as wetlands defined by the USACE.”*

The ARD reported that the National Wetlands Inventory mapped an aquatic feature within the Study Area as depicted on the following **FIGURE 4.1 - ECORP ARD Figure 2. National Wetlands Inventory**. The Feature is mapped as “riverine” which is classified as R4SBC, or Riverine, Intermittent, Streambed, Seasonally Flooded. The ARD reported that ECORP biologists assess the location of this feature during the ARD and determined that from a regional and broad scale mapping perspective, this feature corresponds to Feature 1 as delineated on the following FIGURES 4.4 and 4.5. Red Brick Consulting Engineers and Architects (RBCEA) the Civil Engineer of Record for the Project prepared a Hydrology Study for the Project. The Hydrology Study includes a National Flood

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<sup>4</sup> REFERENCE: Aquatic Resources Delineation for the Container Storage Project, San Bernardino County, California prepared by ECORP Consulting, Inc. Environmental Consultants dated October 2024, Section 3.0 METHODS

<sup>5</sup> REFERENCE: Aquatic Resources Delineation for the Container Storage Project, San Bernardino County, California prepared by ECORP Consulting, Inc. Environmental Consultants dated October 2024, Section 3.0 METHODS

Hazard Layer FIRMette (EXHIBIT D) that shows there are no mapped blueline streams within the property and the site is within a Flood Zone D which is not a Special Flood Hazard Area.

The Hydrology **FIGURE IV.6 – PRELIMINARY HYDROLOGY EXHIBIT D2 USGS Blue Line Streams** mapping shows the both the Project Site and the tributary watershed plotted on the map. The USGS Blue Line Streams Mapping confirms that there are no Blue Line Streams on the site nor tributary to the Project Site.

The Hydrology supports the ARD assessment that the location of the drainage is to the northeasterly corner of the site as depicted on FIGURES 4.4 AND 4.5.

The Hydrology Report concluded the following:

*"The on-site topography shows no evidence of an existing natural channel and is relatively flat for 700 feet east to west (see Section A-A on Exhibit F1) suggesting that any off-site flows would be conveyed as sheet flows if they were to arrive. Exhibit H1 shows an analysis using Manning's equation of the entire off-site 2,677 cfs as sheets traveling 3.2 fps at a depth of 1.17-feet that flow through the 1400 lineal foot site within  $(1400/3.2/60=)$  7.30 minutes. At an on-site average percolation rate of  $(0.45+0.62+0.74)/3=0.60$  minutes per inch, the flows percolate within 8.57 minutes. Total infiltration occurs within 1.27 minutes or 244 feet after leaving the site. Since no off-site storm flows are expected to reach the southern end of the site, and it's been shown that if the record year storm flows did reach the site they would almost completely dissipate and percolate prior to exiting the site at the northern property line, it is therefore concluded that offsite storm flows have not created channelization on the property and are not expected in the future. As such, the placement of the freight storage containers on-site will not restrict any off-site storm flows due to their non-existence."*

*Considering the recent evidentiary empirical data from Post-Cyclone Topical Storm Hiliary and lack of surface evidence as observed by licensed professionals, and confirmation after conducting percolation tests at six key locations, It has been demonstrated that no off-site flow will reach the project, and that on-site water from a 100-year storm will be completely infiltrated, with no on-site flows leaving the property. This will make it unnecessary to provide a channel or basin for the 100-year storm event. The grading will not change, and historic drainage patterns will be maintained as percolated sheet flows. With the addition of shipping containers that are elevated above the calculated storm flow depths which maintain a natural grade allowing the existing soil to continue absorbing any sheet flows. The intended continued use of the property will have no effect on the downstream properties.*

*Recently, observations from an above normal storm, culvert flows through the pipe under Rock Springs Road to the northeast infiltrated into the existing sugar sands prior to reaching our site. Due to the fact that Mojave River flood plain is comprised of highly*

*permeable sugar sands that allow major flows underground within the sandy soil strata, it can be assumed that other off-site flows as well find permeable soils that allow them to confluence underground without any surface evidence.”*

The tributary flows are northeasterly of the southerly culvert under the elevated Railroad outside of the property. As they reach the area to the south of the Railroad elevated berm, they are infiltrated into the existing sugar sands prior to reaching the Project Site.

The ARD Study Area is shown in the following **FIGURE IV.-1 – ECORP ARD Figure 3. Natural Resources Conservation Service Soil Types** with the proposed Freight Container Storage Area depicted with the black dotted line. The ARD identified an Ephemeral Drainage of 0.050 ac within the area outside of the Freight Container Storage area as depicted as Feature 1 in **FIGURE IV.-2 – ECORP ARD Figure 4. Aquatic Resources Delineation – OHWM Feature**. The ARD also identified a Streambed of 0.097 ac within the area outside of the Freight Container Storage area as depicted in **FIGURE IV.-3 – ECORP ARD Figure 4. Aquatic Resources Delineation–CDFW**. The streambed overlaps Feature1.

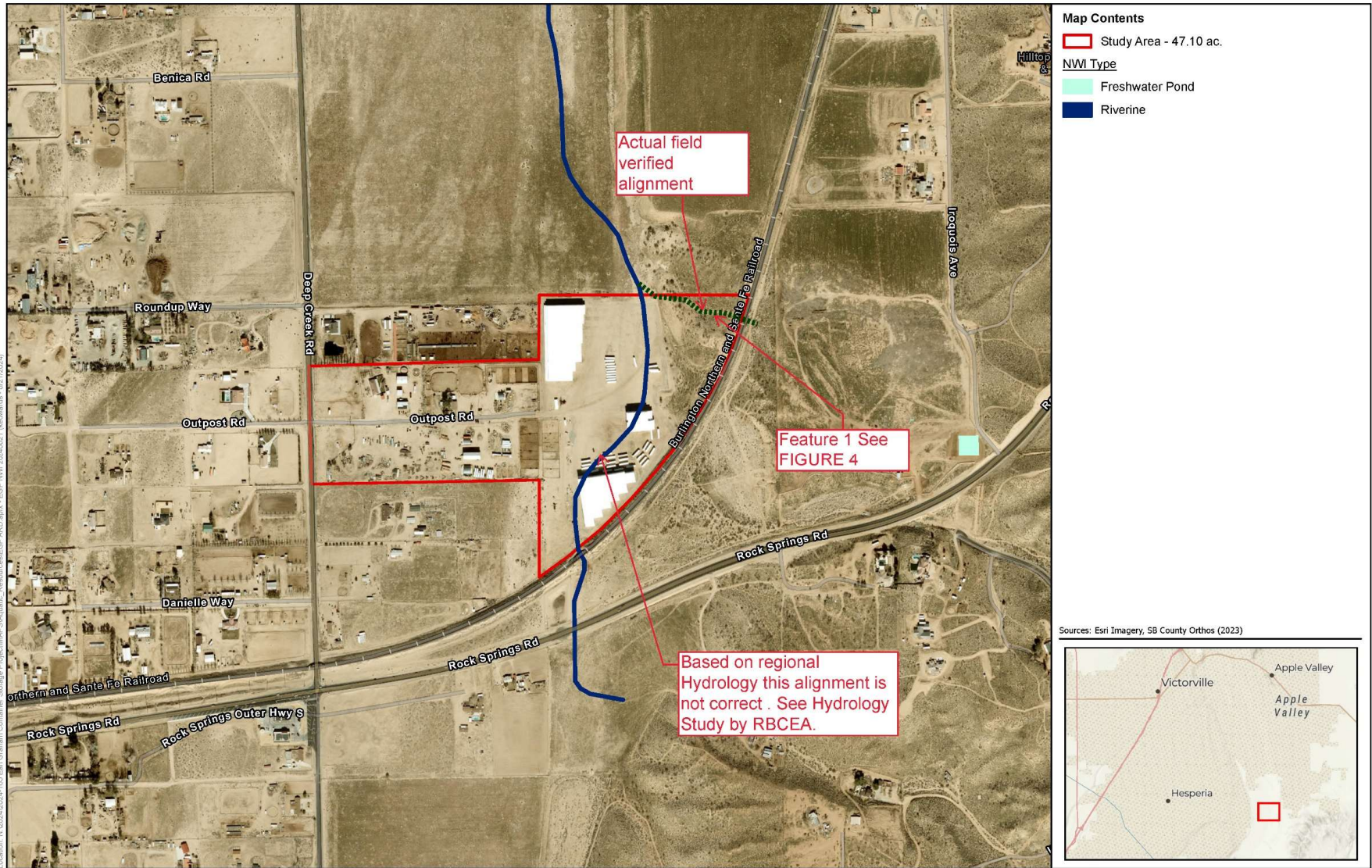
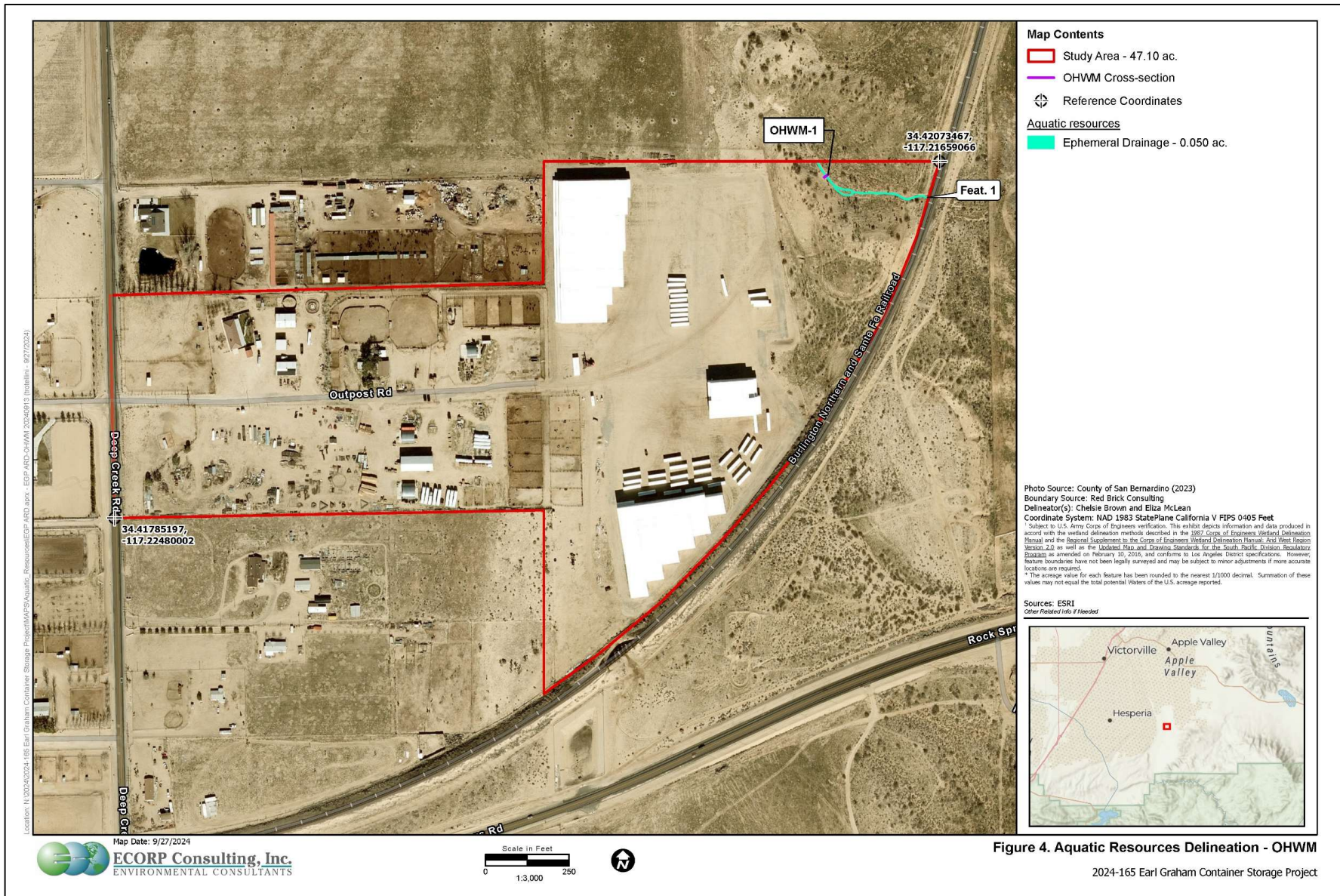
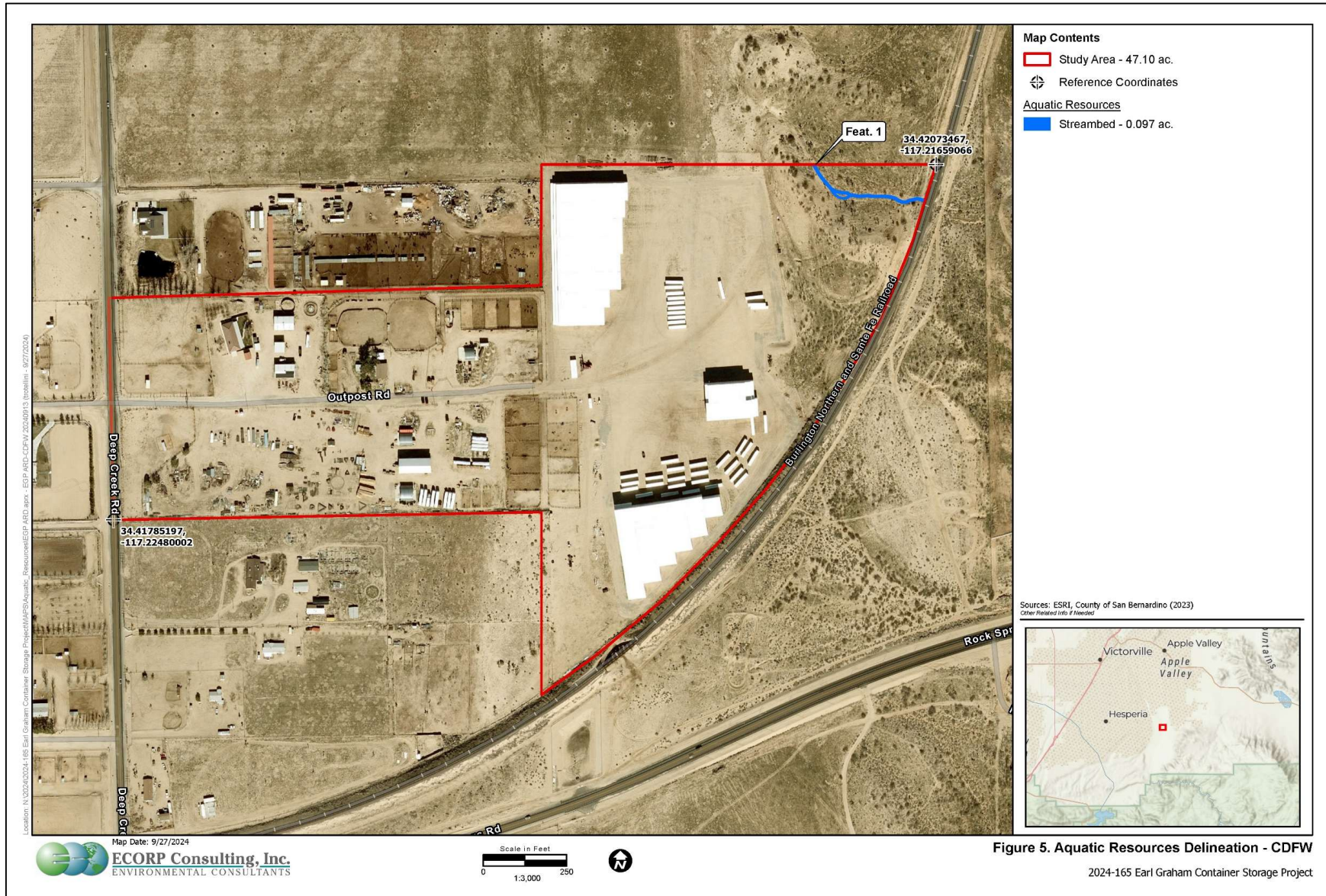
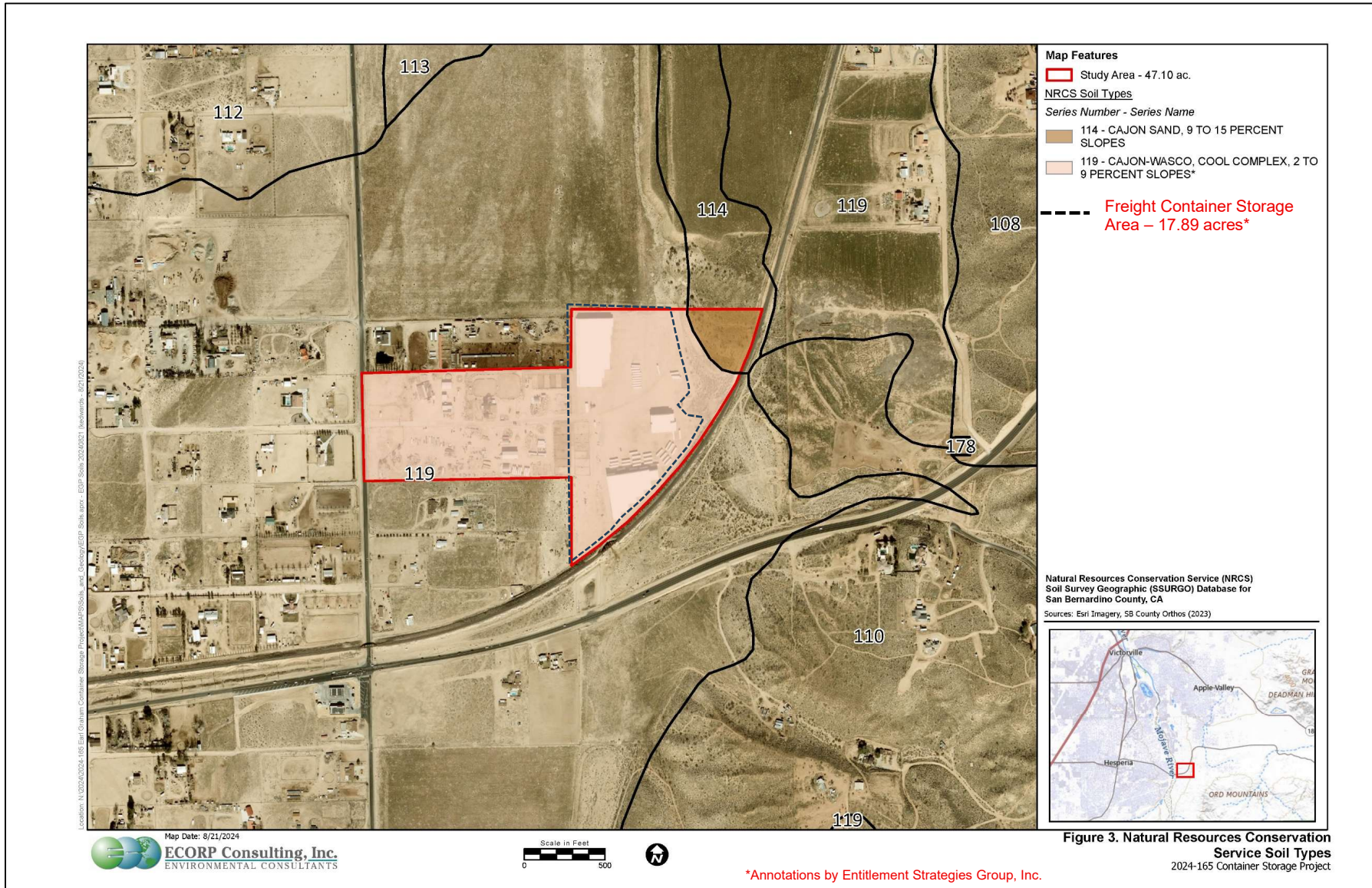


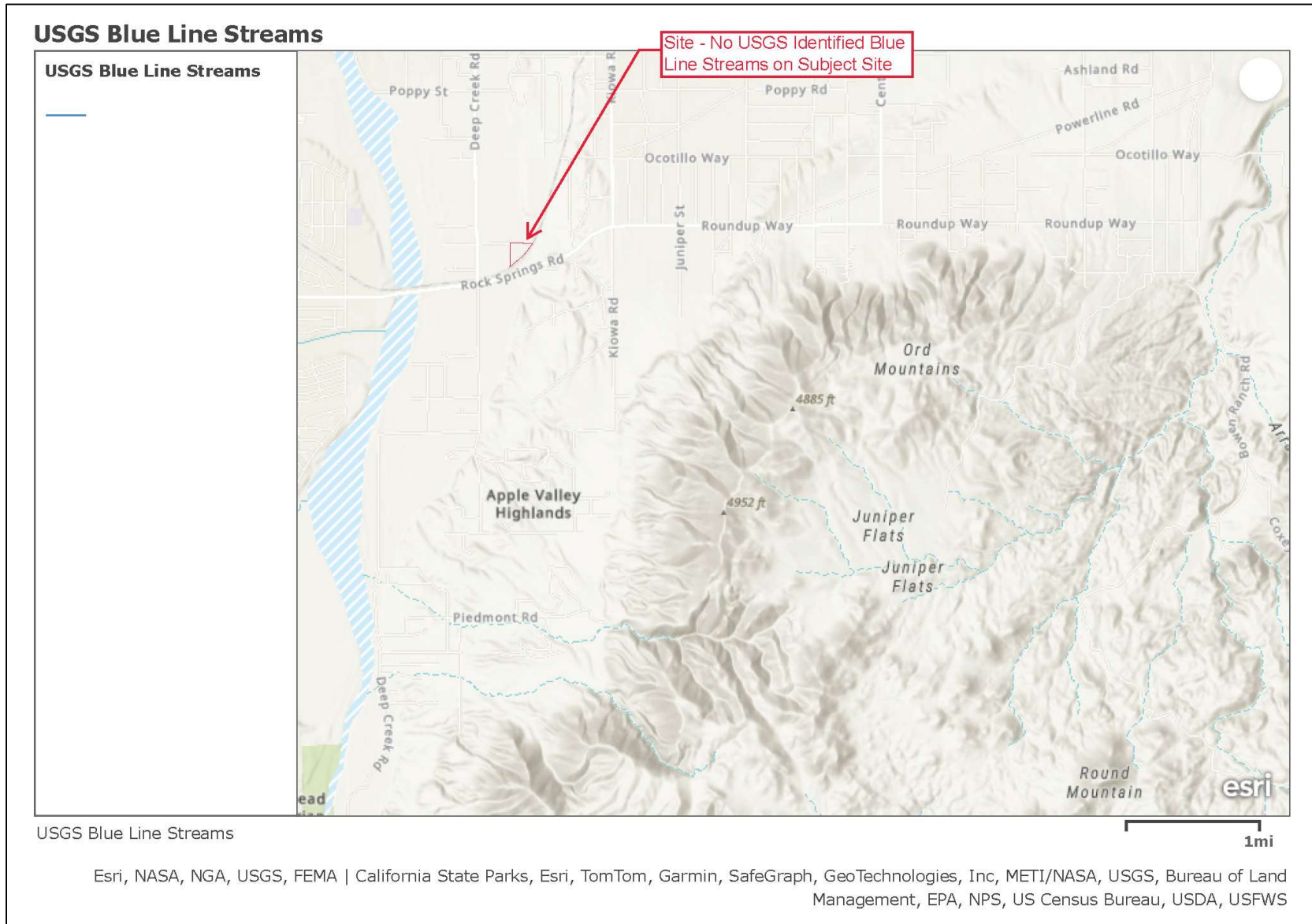
Figure 2. National Wetlands Inventory

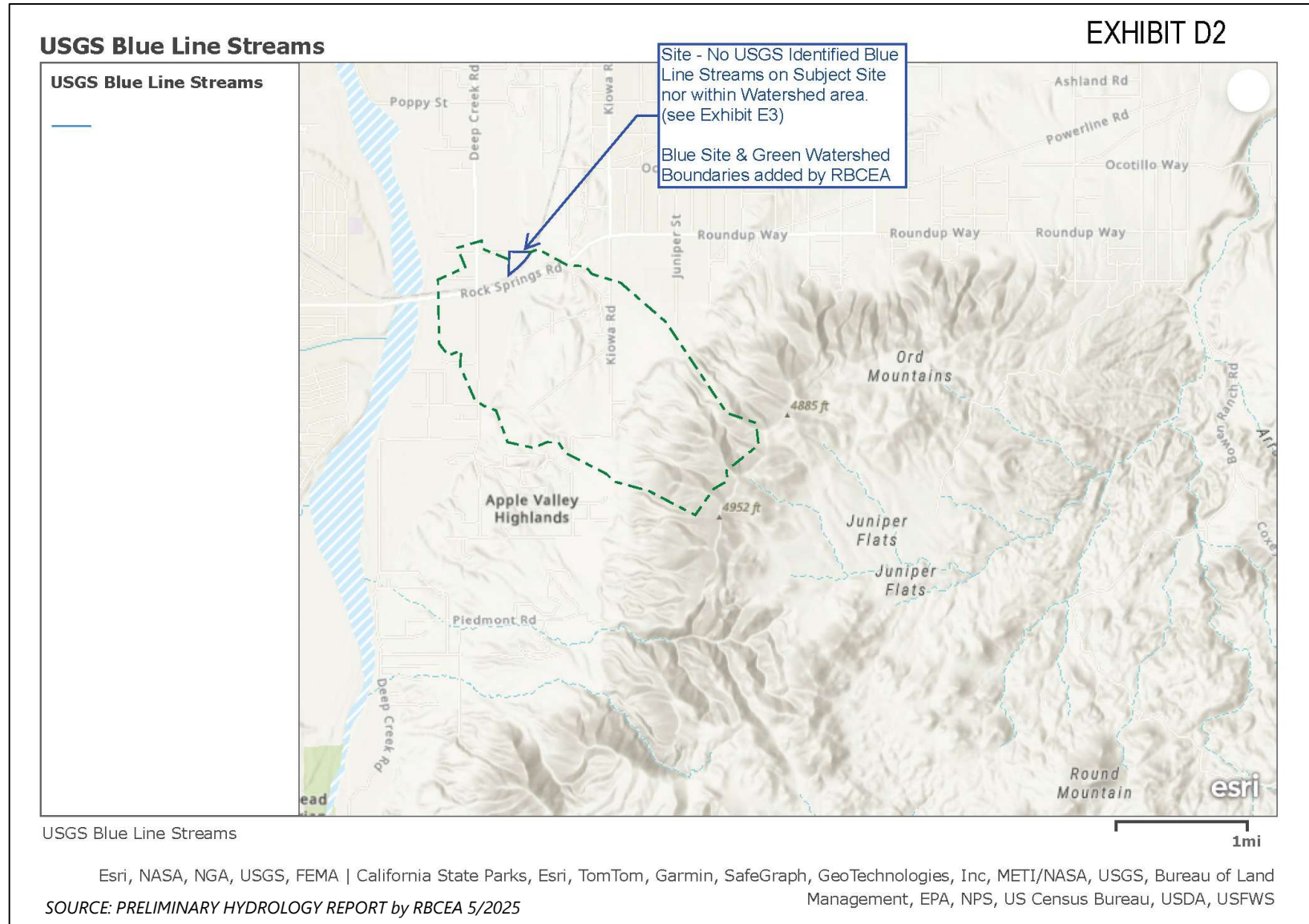
2024-165 Container Storage Project











The USGS Blue Line Streams Map does not include any Blue Line Streams mapped within the entire Study Area nor within the offsite tributary watershed as depicted on the foregoing Figures IV. 5 and IV.6.

The ECORP Jurisdictional Assessment determined that the onsite ephemeral drainage is a non-navigable and non-relatively permanent tributary. Flows from this tributary appear to flow from vacant land east of the study area. Once the flows leave the Study Area, surface water then appears to sheet flow and infiltrate or evaporate north of the Study Area. The Hydrology Study concluded that the onsite drainage onsite does not leave the site due to infiltration. In addition, the onsite ephemeral drainage does not appear to support any surface-water related interstate commerce. Therefore, the onsite ephemeral drainage does not appear to meet the current definition of Waters of the U.S. and is not likely to be considered jurisdictional under Section 404 of the CWA. Regardless of CWA Section 404 jurisdictional status, the aquatic feature mapped onsite would likely be considered Waters of the State. In addition, the aquatic resource mapped as *streambed* would also likely be regulated under Section 1600 of the California Fish and Game Code.

Based on the foregoing the proposed Project will not have any adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service and **therefore no impact.**

- 
- c) *Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

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**No Impact**

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Based on the foregoing analysis in b) there are no state or federally protected wetlands on the Project Site. The proposed Project will not have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means and **therefore no impact.**

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

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**No Impact**

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The ECORP Technical Report concluded that according to CDFW Terrestrial Habitat Connectivity the Study Area is located within a conservation planning linkage which represents the best connections between core natural areas to maintain habitat connectivity (CDFW 2024f). The Study Area provides wildlife movement opportunities because the majority of the Study Area contains open and relatively unimpeded land. The Study Area is surrounded by open unimpeded desert land, except for housing developments to the west. The Study Area is exposed and does not contain any major features that would be considered critical movement corridors for wildlife. Although the dirt roads and ephemeral drainages located within the Study Area are likely utilized by wildlife moving through the area, these features would not be considered necessary linkages between conserved natural habitat areas or critical for wildlife movement because of the nearby open space surrounding the Study Area. Therefore, the Project would 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, nor impede the use of native wildlife nursery sites. Therefore, **there is no impact.**

- 
- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

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**No Impact**

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The proposed Freight Container Storage Area is outside of natural undisturbed jurisdictional area to remain. Thus, there is no Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, **there is no impact.**

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

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**No Impact**

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The GBRA Section 2.2.10 Town of Apple Valley Multiple Species Habitat Conservation Plan describes that the MSHCP is in process: *"The MSHCP/NCCP will guide conservation efforts within the Plan Area and focus on the preservation of open space and of threatened and endangered species. The Plan will also streamline the environmental permitting process for projects within the Plan Area. In 2017, the Town of Apple Valley, USFWS, and CDFW published a planning agreement for the MSHCP outlining the Plan Area, regulatory goals, a proposed covered species list, and more (Town of Apple Valley 2017, 2021, and 2023)."* The proposed Freight Container Storage Area is outside of natural undisturbed jurisdictional area to remain undisturbed. Thus, there is no Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, **there is no impact.**

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

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

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Archaeological & Built Environmental Resources Inventory and Evaluation Report*

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

**No Impact**

An Archaeological and Built Environmental Resources Inventory and Evaluation Report (ABERIE) (the Report) was prepared by ECORP Consulting, Inc. Environmental Consultants dated May 2025. The Report is included herewith in **APPENDIX 6** and is summarized and herein. The Report documents the study and its findings and was prepared in conformance with the California Office of Historic Preservation’s (OHP’s) *Archaeological Resource Management Reports: Recommended Contents and Format*. The Report prepared by ECORP contains the following appendices: Appendix A includes a confirmation of the records search with the California Historical Resources Information System (CHRIS) and historical society coordination. Appendix B contains documentation of a search of the Sacred Lands File Coordination. Appendix C presents photographs of the Project Area. Appendix D contains built environment resource site locations and site records. The Report Study Area is 41.10 acres and the actual Project area (disturbance



area) is only 17.89 acre as shown on FIGURE V. - ECORP ABERIE Figure 2. Survey Coverage.

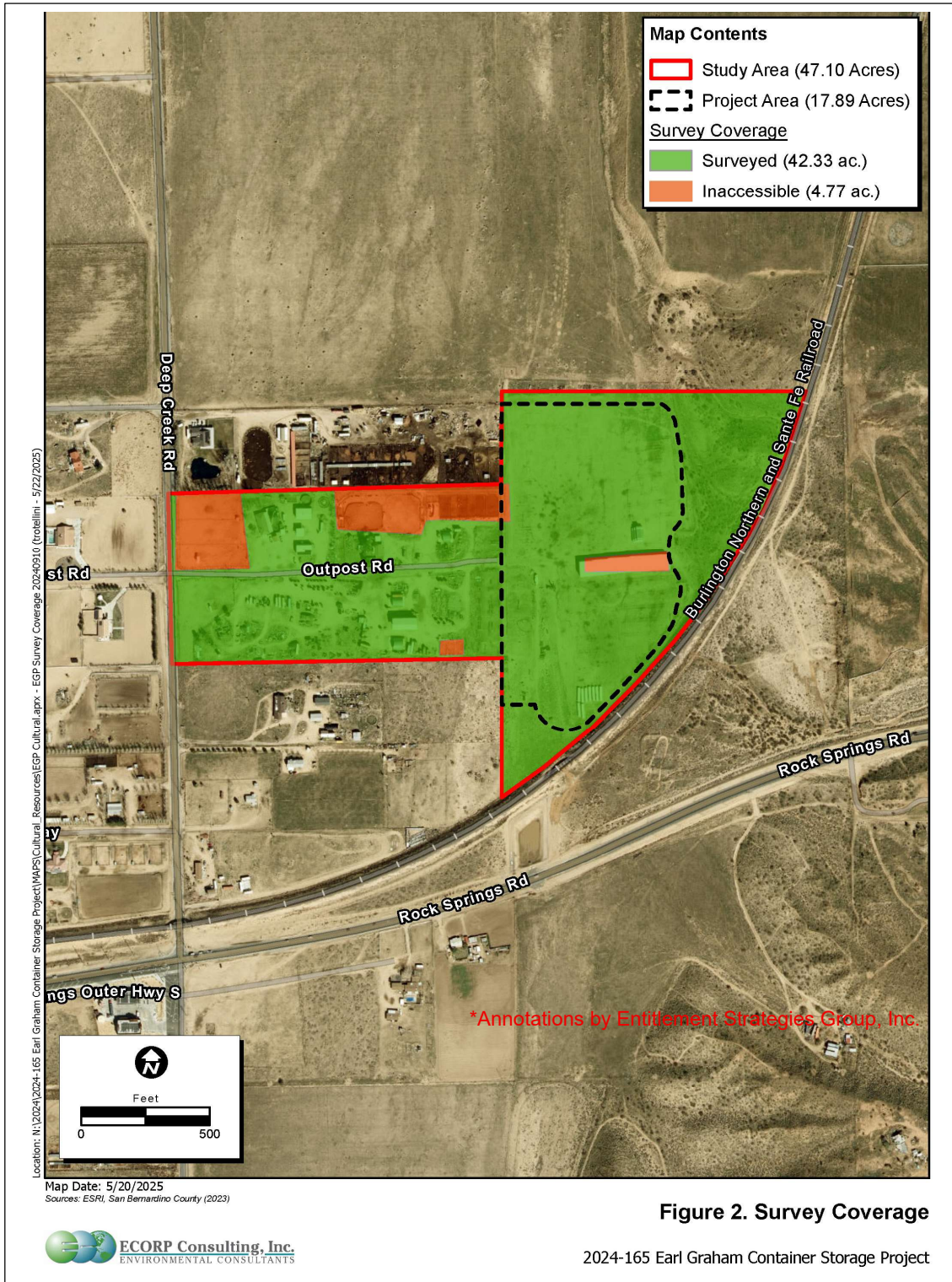


Figure 2. Survey Coverage

2024-165 Earl Graham Container Storage Project

FIGURE V. - ECORP ABERIE Figure 2. Survey Coverage.

The Report describes Area of Potential Effects (APE) as follows:

*"The Area of Potential Effects (APE) consists of the horizontal and vertical limits of a project and includes the area within which significant impacts or adverse effects to Historical Resources or Historic Properties could occur as a result of the project. The APE is defined for projects subject to regulations implementing Section 106 (federal law and regulations). For projects subject to the California Environmental Quality Act (CEQA) review, the term Project Area is used rather than APE. The terms Project Area and APE are interchangeable for the purpose of this document.*

*The horizontal APE consists of all areas where activities associated with a project are proposed and, in the case of this Project, equals the Project Area subject to environmental review under the National Environmental Policy Act (NEPA) and CEQA. This includes areas proposed for construction, vegetation removal, grading, trenching, staging, paving, and other elements in the official Project description. The horizontal APE is illustrated in Figure 1 and Figure 2 represents the survey coverage area.*

*"The vertical APE is described as the maximum depth below the surface to which Project-related activities will extend. Therefore, the vertical APE for this Project includes all subsurface areas where archaeological deposits could be affected. With no excavation expected, no subsurface vertical APE exists within the Project Area. Therefore, a review of geologic and soils maps was necessary to determine the potential for buried archaeological sites that cannot be seen on the surface.*

*The vertical APE also is described as the maximum height of structures that could impact the physical integrity and integrity of setting of cultural resources, including districts and traditional cultural properties. For this Project, this study assumes that the above-surface vertical APE is as high as 35 feet, accounting for the height of freight containers stacked up to four high."*

The proposed Freight Container Storage Area consists of temporary Container Storage. No buildings are proposed. There are no ground disturbances nor excavations for any foundations or facilities

The Report concluded that as a result of previous investigations by other firms, no cultural resources have been recorded within the Project Area. The 2024 survey by ECORP identified one new cultural resource within the Project Area: EAG-01 (a segment of historic-era Deep Creek Road). See Report Appendix D provides the DPR site record.

#### ***NRHP/CRHR Criterion A/1***

Deep Creek Road (EAG-01) near the Town of Apple Valley provided residents of the Victor Valley with access to other nearby desert communities in San Bernardino County. As a remote dirt road in the Mojave Desert, it did not function as a major road for residents. The dirt road emerged from a c. 1900 trail, but archival research found little

mention of Deep Creek Road playing an important role in local history. There is nothing in the archival record to suggest that Deep Creek Road is associated with events that have made a significant contribution to the broad patterns of San Bernardino County history. **Therefore, it is recommended as not eligible for the NRHP/CRHR under Criterion A/1.**

The following are the Report's findings and conclusions for NRHP/CRHR Criterion B/2, C/3, and D/4:

**NRHP/CRHR Criterion B/2**

*Local property owners most likely developed Deep Creek Road as a dirt trail, which was later paved in asphalt c. 1950 by San Bernardino County work crews. However, there is nothing in the archival record to suggest that Deep Creek Road is associated with the lives of persons significant in our past. Therefore, it is recommended as not eligible for the NRHP/CRHR under Criterion B/2.*

**NRHP/CRHR Criterion C/3**

*As a conventional paved road in the desert, indistinguishable from multiple similar roads in San Bernardino County, Deep Creek Road does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Therefore, it is recommended as not eligible for the NRHP/CRHR under Criterion C/3.*

**NRHP/CRHR Criterion D/4**

*The information potential of Deep Creek Road is expressed in its built form and in the historical record. It has not yielded, nor is it likely to yield, information important in history or prehistory. Therefore, it is recommended as not eligible for the NRHP/CRHR under Criterion D/4.*

*Integrity*

*Although Deep Creek Road possesses integrity of location, the road has gone from a c. 1900 one-lane dirt trail to a paved two-lane road by the 1950s. In addition, the setting has changed from completely undeveloped desert land in the early 1950s to being increasingly developed with single-family dwellings since the 1970s. Therefore, the change in road design and surroundings has resulted in a lack of integrity of setting, design, materials, workmanship, feeling, and association.*

*Regardless of integrity, due to lack of historical significance, Deep Creek Road (EAG-01) does not meet NRHP or CRHR eligibility criteria as an individual resource or as part of any known or suspected historic district; the resource is not listed on any Certified Local Government historic property register. Therefore, it is recommended as not eligible for the NRHP/CRHR under any criteria."*

ECORP concluded that Deep Creek Road does not meet the eligibility criteria as an individual resource or as part of any known or suspected historic district; therefore, it is not considered a Historical Resource under CEQA or Historic Property under NHPA Section 106. Due to the presence of Holocene alluvium along the Mojave River floodplain and given the likelihood for pre-contact archaeological sites to be located along perennial waterways, the Project Area has a moderate potential for buried pre-contact archaeological sites, as Holocene alluvium is indicative of human occupation and recurring alluvial deposits may obscure archaeological resources from being visible on the surface.

Based on the foregoing the Proposed Freight Container Storage Area will not cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5 and will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. **Therefore, there is no impact.**

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

---

**No Impact**

---

*Based on the foregoing analysis and the fact that the Proposed Freight Container Storage Area will not have any ground disturbances, no construction, no excavations and only consists of placement of the Containers on existing finished grade and consequently will not disturb any human remains, including those outside of formal cemeteries. **Therefore, there is no impact.***

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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**VI. ENERGY** – Would the project:

- |    |  |                          |                          |                          |                                     |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Result in potentially significant Environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**SUBSTANTIATION:** *San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Submitted Materials*

- a) *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?*
- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*

**No Impact**

a&b The proposed Project consists of temporary placement and storage of Freight Containers. There will be no construction nor operational uses resulting in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation nor will it conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

The Proposed Project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State 2022 Building Energy Efficiency Standards. Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions and would be consistent with the intent and goals of SB350 and SB100. The Proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **Therefore, no impacts are identified or anticipated, and no mitigation measures are recommended.**



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VII. GEOLOGY AND SOILS - Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

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

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

**San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033<sup>6</sup>; Submitted Project Materials;**

- a) 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?

i)&ii) **No Impact**

The property is situated in the Mojave Desert geomorphic province. The Mojave Desert province is a wedge-shaped area that is enclosed on the southwest by the San Andreas fault zone, the Transverse Ranges province and the Colorado Desert province, on the north and northeast by the Garlock fault zone, the Tehachapi Mountains and the Basin and Range province, and on the east by the Nevada and Arizona state lines, and the Colorado River. The area is dominated by broad alluviated basins that are mostly aggrading surfaces that are receiving non-marine continental deposits from the adjacent upland areas.

The primary fault zones of the area are found in the western half of the province and have a general northwest-southeast trend. These zones are the San Andreas, Helendale, Lenwood and Lockhart in the subject site vicinity. In addition to these major zones, there are numerous secondary fault zones in the area and many smaller fault zones in the eastern half of the province. Many of the secondary fault zones in the province have a general east-west trend.

More specific to the subject property, the site is located in an area geologically mapped to be underlain by alluvium (USGS, 1973).

<sup>6</sup> REFERENCE: San Bernardino Countywide Plan Draft PEIR Chapter 5. Environmental Analysis Geology and Soils §5.6.1.2 Existing Conditions, Geologic Setting, Desert Regions  
County of San Bernardino



The site is in a seismically active region. No active or potentially active fault is known to exist at this site nor is the site situated within an "Alquist-Priolo" Earthquake Fault Zone as depicted on the County of San Bernardino Policy Map HZ-1 Earthquake Fault Zones 201027. The subject property is not located within a State of California Seismic Hazard Zone for earthquake induced landsliding according to Policy Map HZ-2-Liquefaction Landslide Hazards. The nearest zoned faults are then Helendale-South Lockhart fault, located about 5-1/2 miles to the northeast and the North Front Thrust fault system situated about 6 miles to the southeast.

The freight containers are stepped, i.e., 1, then 2, then 3 containers; stacked such that they are self-locking. The stacking as shown on Exhibit A herein. Therefore, based on the findings that no active or potentially active fault is known to exist at the site nor is the site situated within an Alquist -Priolo Earthquake Fault Zone, the impact of a rupture of a known earthquake fault on the proposed project site, 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 would be less than significant.

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

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iii) **No Impact**

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The subject property is not located within a State of California Seismic Hazard Zone for earthquake induced landsliding nor liquefaction according to Policy Map HZ-2-Liquefaction Landslide Hazards. No excavation, grading nor construction of buildings are proposed on the site. The Site is proposed for a Freight Container Storage area. Therefore, the proposed Project would not directly nor indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving *Seismic-related ground failure, including liquefaction*. **Therefore, there would be no impact.**

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iv) *Landslides?*

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iv) **No Impact**

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Landslides and slope failure can result from ground motion generated by earthquakes. As shown on the San Bernardino County General Plan Geologic Hazard Overlay map FH08C<sup>7</sup> and FHO7C, the Project Site and surrounding area is not located within an area susceptible to landslides. Further, the site is dominated by broad alluviated basins that

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<sup>7</sup> [www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH08C\\_20100309.pdf](http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH08C_20100309.pdf) (sbcounty.gov)  
[FH07C.pdf](http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FHO7C.pdf) (sbcounty.gov)

Accessed May 15, 2025.

County of San Bernardino



are mostly aggrading surfaces that are receiving non-marine continental deposit from the adjacent upland areas., Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

---

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

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**No Impact**

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The proposed use of Freight Container Storage Area will not include any site grading. Based on the Hydrology Report by RBCEA there will not be any soil erosion or loss of topsoil. Therefore, the development of the project would not result in substantial soil erosion or the loss of topsoil, thus ***there would be No Impact.***

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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?*

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**No Impact**

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As shown on the San Bernardino County General Plan Geologic Hazard Overlay map FH08C<sup>8</sup> and FHO7C, the Project Site and surrounding area is not located within an area susceptible to landslides or liquefaction. Groundwater is expected at 80' deep per GeoTek Geotechnical Consulting. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

However, no buildings are proposed for the site. There will be no excavations nor grading occurring onsite. Based on the foregoing the site is not located on a geologic unit or soil that is unstable, nor that would become unstable as a result of the project, and would not potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. ***Therefore, there is no impact.***

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d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

---

**No Impact**

---

No buildings are proposed for the site. There will be no excavations nor grading occurring onsite. Based on the foregoing the site is not located on a geologic unit or soil that is unstable, nor that would become unstable as a result of the project, and

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<sup>8</sup> REFERENCE: [www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH08C\\_20100309.pdf](http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH08C_20100309.pdf) (sbcounty.gov)  
[FH07C.pdf](http://www.sbcounty.gov/Uploads/lus/GeoHazMaps/FH07C.pdf) (sbcounty.gov)

Accessed February 15, 2022.  
County of San Bernardino



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would not potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. **Therefore, there is no impact.**

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- 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?*

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**No Impact**

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The Proposed Project would not connect to the County's sewer collection system. that currently serves the Project area. No septic tanks are proposed. The site proposes a portable mobile self-contained EHS approved restroom on a monthly contract with an outside licensed industrial provided. No impacts are identified or anticipated and no mitigation measures are required. **Therefore, no impact.**

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

---

**No Impact**

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According to the Cultural Resources Survey performed by ECORP Consulting, Inc. dated May 2025 and determined that the low sensitivity of the Holocene alluvium at the surface, full time monitoring is not recommended. The Freight Containers are placed on native grade and no grading will occur.

Therefore, the proposed Project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature and therefore, there is no impact.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VIII. GREENHOUSE GAS EMISSIONS – Would the project:</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION:***  
*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Greenhouse Gas Analysis (AQA) by Urban Crossroads dated October 10, 2024*

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

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

**Less Than Significant Impact**

A Greenhouse Gas Analysis (AQA) was performed by Urban Crossroads dated October 10, 2024. The AQA Report is included in **APPENDIX 9 – Greenhouse Gas Analysis** and is summarized and herein. The criteria used in the AQA to determine the significance of potential Project-related GHG impacts were taken from the Initial Study Checklist in Appendix G of the State CEQA Guidelines (14 CCR §§15000, et seq.).

**Models Employed to Analyze Greenhouse Gasses Emissions**

The California Air Pollution Control Officers Association (CAPCOA) in conjunction with other California air districts, including MDAQMD, released CalEEMod 2022 in May 2022. CalEEMod periodically releases updates, as such the latest version available at the time Urban Crossroads prepared their report was utilized in their analysis to determine the GHG emissions.

Construction Emissions The proposed Project will function as a Freight Container Storage facility situated on a 17.89-acre dirt site. Since the site will remain dirt and no construction activities are required, no analysis of construction-related emissions was performed.



Operational Emissions

The AQA analyzed Operational or long-term emissions. The Project operations would generate CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, and Refrigerants emissions. Primary emissions sources would include:

- Mobile Source Emissions
- Area Source Emissions
- On-Site Cargo Handling Equipment

AQA stated that the Project related GHG emissions derive primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics available from the *Earl Graham (CUP 2022-00082) Trip Generation Assessment* were utilized in this analysis (51). Per the *Earl Graham (CUP 2022-00082) Trip Generation Assessment*, the proposed Project expected to generate approximately 246 total trips per day which includes 118 passenger vehicle trips per day and 128 actual truck trips per day.

**APPROACH FOR ANALYSIS OF THE PROJECT**

To determine emissions from passenger car vehicles, the CalEEMod defaults were utilized for trip length and trip purpose for the proposed land uses. It is important to note that although the *Earl Graham (CUP 2022-00082) Trip Generation Assessment* does not breakdown passenger cars by type, this analysis assumes that passenger cars include Light-Duty-Auto vehicles (LDA), Light-Duty-Trucks (LDT13 & LDT24), Medium-Duty-Vehicles (MDV), and Motorcycles (MCY) vehicle types. In order to account for emissions generated by passenger cars, the fleet mix in Table 3-1 was utilized.

**TABLE VIII-1- AQA Table 3-1 : Passenger Car Fleet Mix**

Land Use	% Vehicle Type				
	LDA	LDT1	LDT2	MDV	MCY
Proposed Project	52.61%	4.66%	22.97%	16.94%	2.82%

Note: The Project-specific passenger car fleet mix used in this analysis is based on a proportional split utilizing the default CalEEMod percentages assigned to LDA, LDT1, LDT2, and MDV vehicle types.

To determine emissions from trucks for the proposed industrial uses, the analysis incorporated the SCAQMD recommended truck trip length of 14.2 miles for 2-axle and 3-axle (LHDT1, LHDT2, and MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks and weighting the average trip lengths using traffic trip percentages taken from the *Earl Graham (CUP 2022-00082) Trip Generation Assessment*. The trip length function for the proposed industrial building use has been revised to 24.1 miles, with an assumption of 100% primary trips for the proposed industrial land uses. In order to be consistent with the *Earl Graham (CUP 2022-00082) Trip Generation Assessment*, trucks are broken down by truck type. The truck fleet mix is estimated by rationing the trip rates for each truck type based on information provided in the *Earl Graham (CUP 2022-00082) Trip*



*Generation Assessment.* Heavy trucks are broken down by truck type (or axle type) and are categorized as either Light-Heavy-Duty Trucks (LHDT15 & LHDT2 6)/2-axle, Medium-Heavy-Duty Trucks (MHD)/3-axle, and Heavy-Heavy-Duty Trucks (HHD)/4+-axle. To account for emissions generated by trucks, the following fleet mix was utilized in this analysis:

**TABLE VIII.-2- AQA Table 3-21; Truck Fleet Mix**

Land Use				
	LHDT1	LHDT2	MHDT	HHDT
Proposed Project	6.14%	1.68%	40.63%	51.56%

Note: Project-specific truck fleet mix is based on the number of trips generated by each truck type (LHDT1, LHDT2, MHDT, and HHDT) relative to the total number of truck trips.

Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. It should be noted that on October 9, 2021, Governor Gavin Newsom signed AB 1346. The bill aims to ban the sale of new gasoline-powered equipment under 25 gross horsepower (known as small off-road engines [SOREs]) by 2024, which is now effective. For purposes of analysis, the emissions associated with landscape maintenance equipment were calculated based on assumptions provided in CalEEMod.

It is common for Freight Container/trailer storage facilities to require the operation of exterior cargo handling equipment. For this particular Project, on-site modeled operational equipment includes up to one (1) diesel-powered cargo handling equipment operating at 12 hours a day for 365 days of the year.

**EMISSIONS SUMMARY**

**IMPACTS WITHOUT REGULATORY REQUIREMENTS AND PDFS**

As shown on TABLE VIII.-3 – AQA Table 3-3, without accounting for applicable regulatory requirements and PDFs, the Project would result in 2,061.43 MTCO<sub>2</sub>e/yr.

Emission Source	Emissions (MT/yr)				
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Refrigerants	Total CO <sub>2</sub> e
Mobile Source	1906.00	0.01	0.2	2.28	1,978.00
Area Source	0.00	0.00	0.00	0.00	0.00
On-Site Cargo Handling Equip.					83.43
<b>Total CO<sub>2</sub>e (All Sources)</b>	<b>2,061.43</b>				

**TABLE VIII. -3 – AQA TABLE 3-3: Project Ghg Emissions Summary**

Source: CalEEMod output, See Appendices 3.1 and 3.2 for detailed model outputs.



### GHG IMPACTS:

The County of San Bernardino adopted the GHG Plan in September 2011 (updated June 2021), which provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County of San Bernardino.

The County includes a GHG Development Review Process (DRP) that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr will be required to either achieve a minimum 100 points per the Screening Tables or a 31% reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

As shown in TABLE 8.3, the Project will result in approximately 2,061.43 MTCO<sub>2</sub>e/yr; the proposed project would not exceed the screening threshold of 3,000 MTCO<sub>2</sub>e/yr. This would be considered ***a less than significant impact***.

Based on the foregoing the proposed Project ***would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.***

As previously stated, pursuant to 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions (1). As such, the Project's consistency with the 2022 Scoping Plan, is discussed below. It should be noted that the Project's consistency with the 2022 Scoping Plan also satisfies consistency with AB 32 since the 2022 Scoping Plan is based on the overall targets established by AB 32 and SB 32. Consistency with the 2008 and 2017 Scoping Plan is not necessary, since both of these plans have been superseded by the 2022 Scoping Plan. For reasons outlined herein, the proposed Project would result in ***a less than significant impact*** with respect to the Project conflicting with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

### 2022 CARB SCOPING PLAN CONSISTENCY

The AQA concluded the Project would not impede the State's progress towards carbon neutrality by 2045 under the 2022 Scoping Plan. The Project would be required to comply with applicable current and future regulatory requirements promulgated through the 2022 Scoping Plan. Some of the current transportation sector policies the Project will comply with (through vehicle manufacturer compliance) include: Advanced Clean Cars II, Advanced Clean Trucks, Advanced Clean Fleets, Zero Emission Forklifts, the Off-Road Zero-Emission Targeted Manufacturer rule, Clean Off-Road Fleet Recognition

Program, In-use Off-Road Diesel-Fueled Fleets Regulation, Amendments to the In use Off-Road Diesel-Fueled Fleets Regulation, carbon pricing through the Cap-and-Trade Program, and the Low Carbon Fuel Standard. ***As such, the Project would be consistent with the 2022 Scoping Plan.***

#### **CONSISTENCY WITH COUNTY'S GHG EMISSIONS REDUCTION PLAN UPDATE**

As previously stated, as part of the Reduction Plan Update, the County of San Bernardino published a GHG Development Review Process that specifies a two-step approach in quantifying GHG emissions. First, a screening threshold of 3,000 MTCO<sub>2</sub>e/yr is used to determine if additional analysis is required. Projects that exceed the 3,000 MTCO<sub>2</sub>e/yr are required to either achieve a minimum 100 points per the Screening Tables or a 31% reduction over 2007 emissions levels. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions.

As previously shown in Table 3-3, the Project will result in approximately 2,061.43 MTCO<sub>2</sub>e/yr; the proposed project would not exceed the screening threshold of 3,000 MTCO<sub>2</sub>e/yr. ***The Project is thus considered to have a less than significant individual and less than significant cumulatively considerable impact on GHG emissions.***

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

**SUBSTANTIATION:**

***San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033***

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

---

**No Impact**

The proposed Project is for a Freight Container Storage Area on approximately 17.89 acres.

The empty Freight Containers are placed onsite temporarily based on commercial supply and demand needs. No grading or construction will be done on the existing site.

***Therefore, no impact.***

- 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?*

---

**No Impact**

As stated in response (a) above, there are no hazardous or toxic materials transported in association with the Proposed Project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Transport of such materials would be in accordance with State and Federal regulations. Operation activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials would be less than significant. ***Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.***

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

---

**No Impact**

No hazardous materials would be emitted as a result of the operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated.

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

- 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?

**No Impact**

The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.<sup>9</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the vicinity of the Project Site as shown on EXHIBIT IX. - EnviroStor Map below:

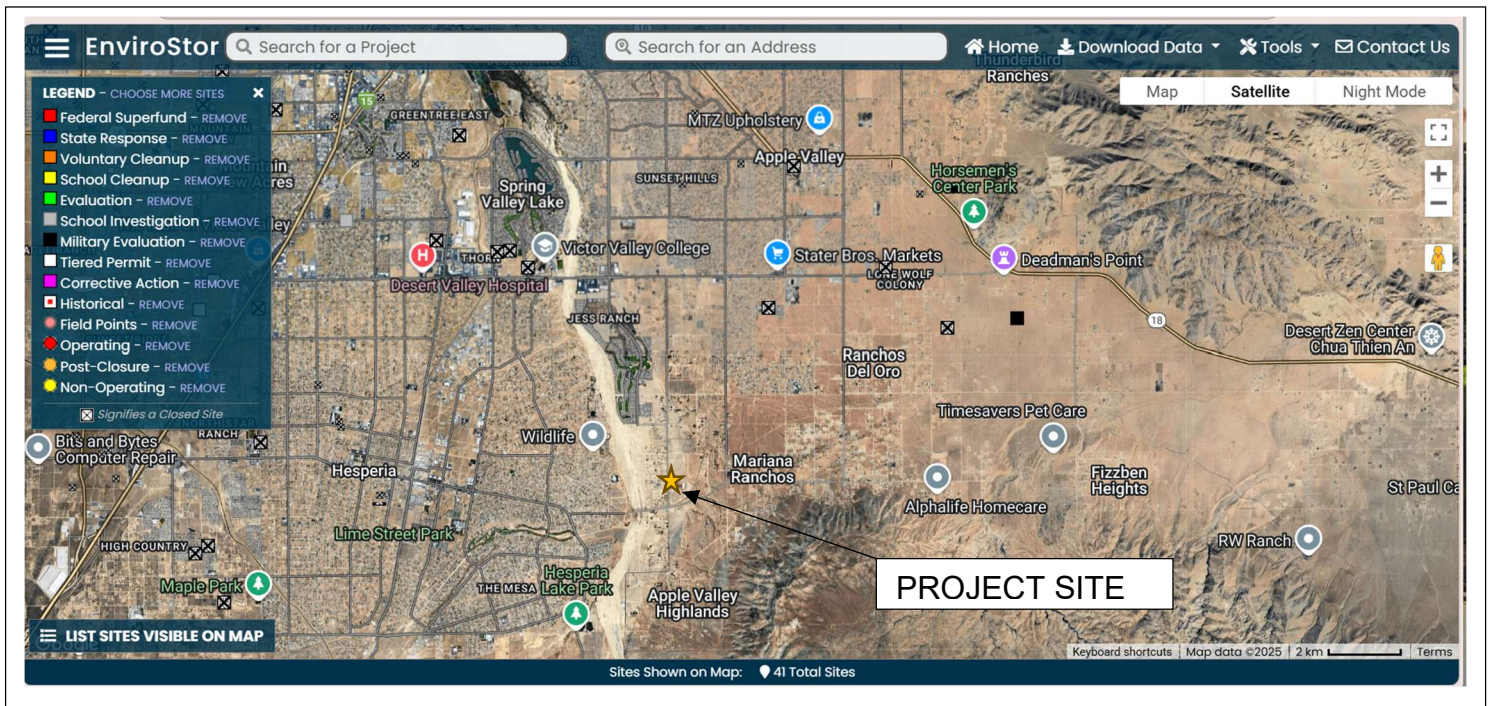


EXHIBIT IX. – EnviroStor Map

The proposed Project is not 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, it would not create a significant hazard to the public or the environment, and therefore, **there is no impact.**

<sup>9</sup>REFERENCE: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>. Accessed May 20, 2025.  
County of San Bernardino



- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

---

**No Impact**

---

According to the County of San Bernardino *Policy Plan HZ-9 Airport Safety Planning Map*, the Project Site is not located within an airport land use plan, nor where such a plan has not be adopted nor within two miles of an airport land use plan or near the Apple Valley Airport and the Project will not result in a safety hazard nor excessive noise for people residing or working in the project acre. The Project Site is not within an airport safety review area.<sup>10</sup> **Therefore, there is no impact.**

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

---

**No Impact**

---

The nearest evacuation routes to the Project Site include State Highway 18 located approximately eight miles north of the Project Site and Interstate 15 located approximately 9 miles west of the Project Site.<sup>11</sup> Access to the Project Site would be provided via Deer Creek Road. The Project Site does not contain any emergency facilities. Project operations at the site would not interfere with an adopted emergency response or evacuation plan. **No impacts are identified or anticipated, and no mitigation measures are required.**

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

---

**No Impact**

---

The Project Site is not within a fire hazard severity zone as identified in the San Bernardino County Policy Plan – HZ-5 Fire Hazard Severity Zone Map<sup>12</sup>. The Site is with a moderate fire zone and is surrounded by vacant land followed by railroad tracks to the east, agricultural uses to the south, vacant land to the north. Therefore, the Proposed Project would not 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. **No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.**

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<sup>10</sup> REFERENCE: [HZ-9-Airport-Safety-Planning-201027.pdf](#). Accessed May 20, 2025.

<sup>11</sup> REFERENCE: [PP-2-Evacuation-Routes-201027.pdf](#). Accessed May 20, 2025.

<sup>12</sup> REFERENCE: [HZ-5-Fire-Hazard-Severity-Zones-201027.pdf](#). Accessed May 20, 2025

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



**SUBSTANTIATION:**

**San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Submitted Project Materials; FEMA Flood Map**

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

**No Impact**

An Infiltration Evaluation was prepared by GeoTek, Inc. dated June 29, 2023. The Soils/Geologic Conditions of the site were determined via onsite borings. Field Exploration consisted of Six (6) percolation test borings, Borings I-1 through I-6, were excavated with a track-mounted hollow stem auger drill rig. The tests were performed at depths ranging from five (5) to seven (7) feet below existing grade. Additionally, one (1) deep exploratory boring (Boring B-1) was excavated within the project area to a depth of approximately 15 feet for determination of depth of groundwater, if any, and for observation of any hardpan or impermeable layers. The approximate locations of the borings are indicated on the attached GeoTek Boring Location Map, Figure 2. All borings were approximately 8-inches in diameter. Four-inch diameter slotted PVC pipes encapsulated in filter sock were inserted into the six (6) percolation test holes. The annular space between the test hole sidewalls and PVC pipe was filled with gravel. GeoTek reported that the geologic units encountered in all borings consisted of alluvium. The alluvial soils consisted of silty sand and sand (SM and SP soil types based upon the Unified Soil Classification System). The logs of borings is included in APPENDIX 8. Geology & Infiltration GeoTek reported that Groundwater or perched water wasn't encountered nor observed in any of the borings excavated for their evaluation. The estimated that the historic high groundwater dept in excess of 80 feet below grade exists at the site.

The Project is not required to comply with the requirements of the County of San Bernardino and the Phase II Small MS4 General Permit for the Mojave River Watershed. As such a Mojave River Watershed Water Quality Management Plan (WQMP) is not required as confirmed by Red Brick Consulting Engineers and Architects, the civil engineer of record for the project.

Under the Federal Clean Water Act (Clean Water Act) the proposed project is not subject to the National Pollutant Discharge Elimination System (NPDES) Permit requirements as the project will not perform grading and therefore is exempt. The State of California is authorized to administer various aspects of the NPDES. As such the project is exempt from Notice of Intent to the RWQCB for Construction activities covered under the State's General Construction permit which include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one-acre or more.

Therefore, implementation of the Proposed Project would not violate any water quality standards or waste discharge requirements. **No significant adverse impacts are identified or anticipated and no mitigation measures are required.**

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

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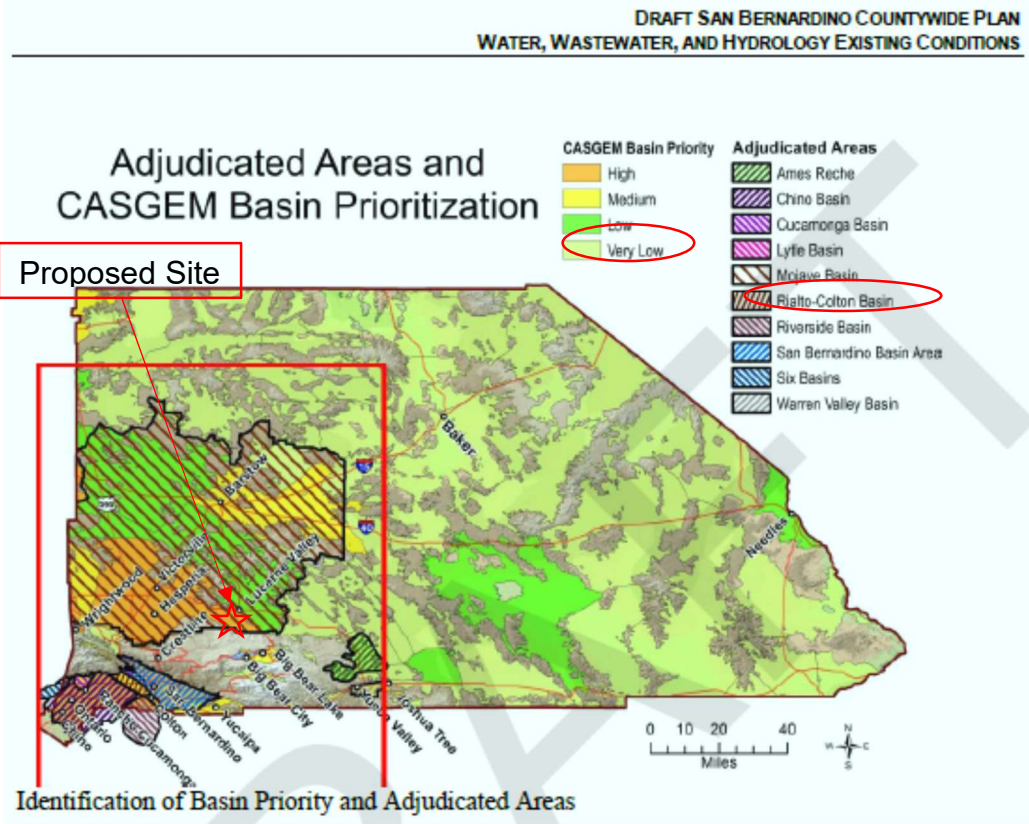
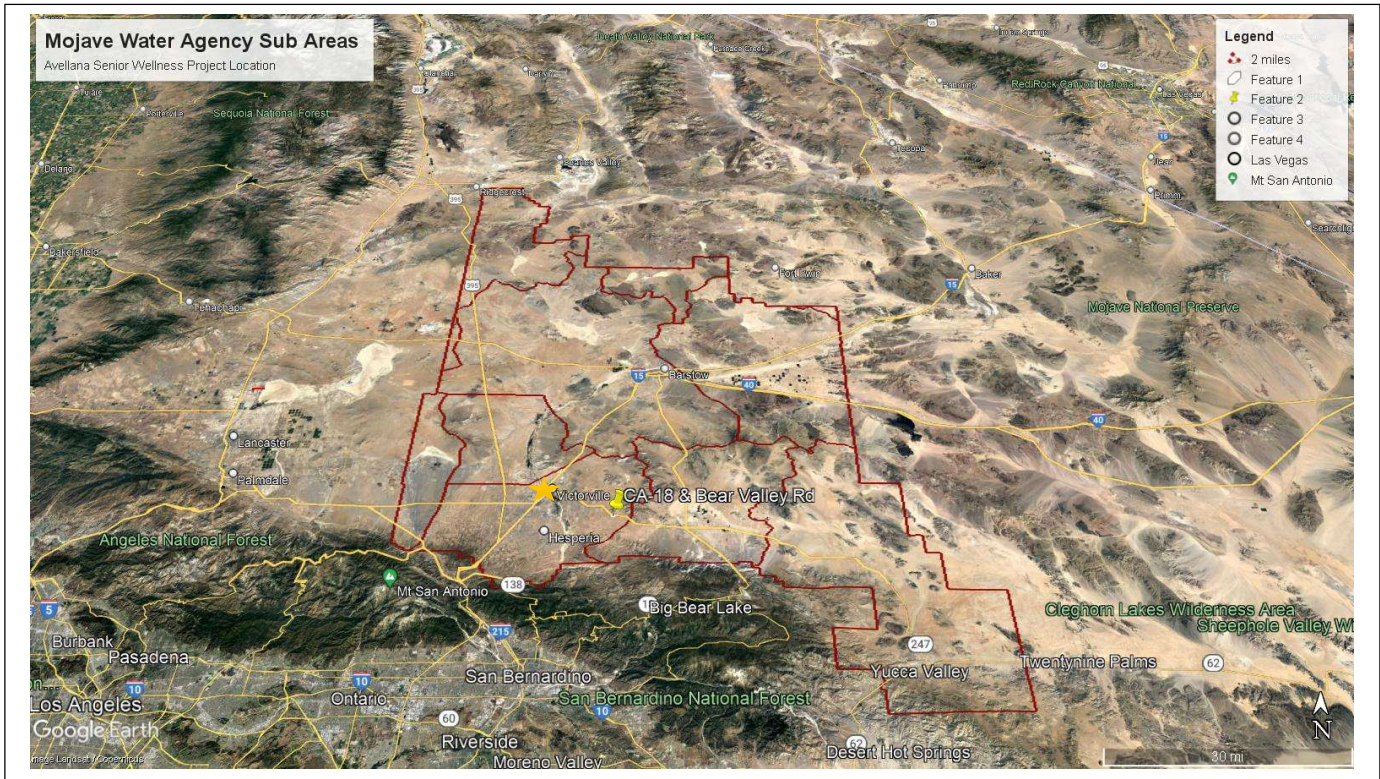
**No Impact**

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The proposed Freight Container Storage Area does not require potable water demand onsite. The landscaping irrigation will be provided by the existing onsite water meter.

Consequently, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The current land use and zoning is AV-AG Apple Valley Agriculture. The total Water Supply for the County of San Bernardino was analyzed under the Draft San Bernardino General Plan, Appendix H Hydrology, Water, Wastewater and Hydrology Existing Conditions prepared by DUDEK in collaboration with Placeworks, Inc. dated May 2017. The proposed project is within the Mojave Basin. Section 6 Groundwater Conditions discussed Groundwater resource protection within the County, Groundwater Management, identifies the Adjudicated Areas within the Sustainable Groundwater Management Program developed by the State of California Department of Water Resources, Groundwater Quality, Drinking Water Quality. The Project is located within the Mojave Water Agency boundary as shown below in the MWA Published Subarea Boundary Map and falls within the Este subarea:



The Project will not add any additional demand to the Adjudicated Amount and therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. *Therefore, there is no impact.*

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

**No Impact**

---

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

A Hydrology Study, dated October 23, 2025 was prepared for the Project Site by Red Brick Consulting Engineers and Architects, LLC is included herewith as APPENDIX 10 and summarized herein. The offsite Hydrology is described as follows:

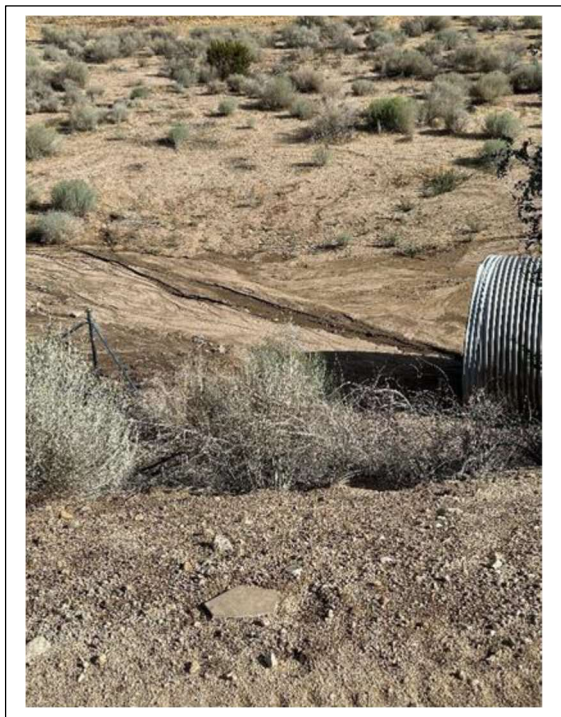
Offsite tributary area to the project is intercepted and detained by the existing and elevated Rock Springs Road and elevated railroad to the east of the Site. The Hydrology analyzed the offsite flows using the unit-hydrograph method which uses Lag to determine the flows. These flows must rise and spread out 1 to 1.5 feet in depth prior breaching the top of the road. If the flows breach the road, they are captured in the road and conveyed to drainage culverts that direct the flows north into an existing 2-ac-ft drainage basin on the north side of Rock Springs Road. If the flows exceed the basin capacity, they flow north to the railroad trellis under crossing which is elevated above the surrounding topography, creating a weir that has a restricted opening at the southwest corner of the property. Flows that cross under the railroad trellis will fan out as they enter the property. If these flows enter the property, the existing topography will direct these flows as sheet flows northeasterly and then northwesterly and exiting the property along the westerly half of the north property line as depicted on FIGURES 4.2. AND 4.3 herein in Section 4 BIOLOGY. The off-site tributary hydrologic analysis is included in the Hydrology Study as Appendix A, Exhibit E1 & E2 in the Hydrology Report.

Recent evidentiary and supporting empirical data of this occurred during Tropical Storm Hilary on August 20th, 2023 a post-tropical cyclone for the first time in California in 26 years over southern California causing severe flooding, where recorded rainfalls reached 13.5 inches in San Bernardino County as shown below:

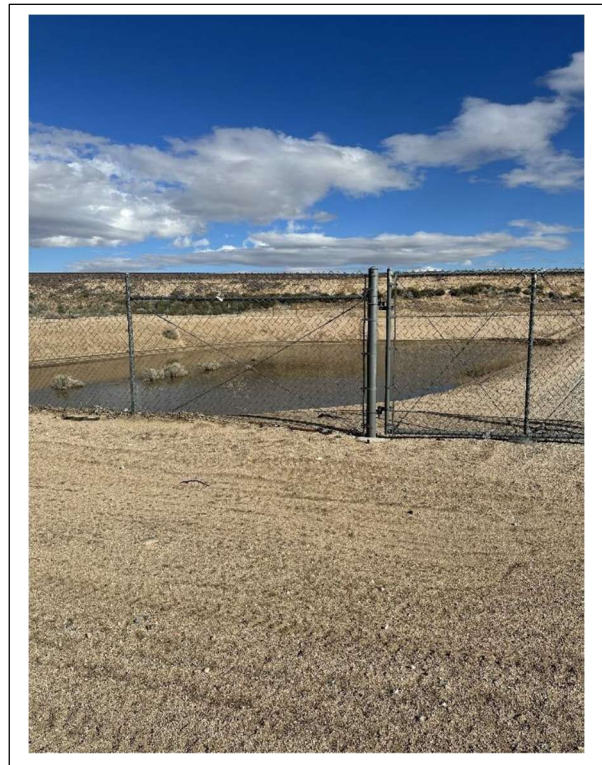


WWW.LATIMES.COM

Yet the basin just south of the property only had minor storm water at the bottom of the basin and the storm drain culvert outlet east of the basin releasing storm flows on the north side of Rock Springs Road showed little to no concentrated flow scouring as shown in the following two photos:



Storm Drain Culvert Outlet East of the



Basin South of the Property

Previously mapped stream on USGS 7.5 Minute Quadrangle Topo Map dated 1971 has been revised which eliminates the mapped stream post construction of the Railroad and road on the 2018 USGS 7.5 Minute Quadrangle Topo Map.

The GeoTek, Inc. Infiltration Evaluation confirmed the hydrological study's hypothesis that since the Mojave River tributary flows at this location are primarily underground within the sandy spoils strata, the offsite flows find permeable soils that allow them to confluence underground without any surface evidence that tested six locations, three on site and three offsite at critical locations. All but one infiltration test showed high percolation rates, ranging from 9.39-inches per hour to 20.31-inches per hour. The Hydrology Study determined that the average infiltration rate is 14.55 inches per hour for the 153-acre infiltration area, and that this area can infiltrate  $(153 \times 14.55 / 12 =)$  186.51 ac-ft per hour or 15.46 ac-ft every 5 minutes. Given the fact that most of the storm flows enter from one side of the designated infiltration area, infiltration rates are assumed to be half or 7.73 ac-ft every five minutes. The Hydrology Table 1 is an excerpt from the Off-Site Unit Hydrograph which shows the 5-min incremental increase in volume (column 3) and the effects of the 7.73 infiltration (column 4) over the 5-min time periods. It was determined that prior to and after this 30-min peak flow time all 100-Year 24-Hour storm flows are infiltrated. During this 30-min peak time period (16.17 hr to 16.67 hr) 31.17 acre-feet of storm flow will be captured in the 24-acer depression with a depth of 1.3 feet which will infiltrate in less than 2-hours as the storm precipitation diminishes. The Hydrology analysis concluded that, "based on this analysis, no off-site storm flows reach the southern end of the site. Therefore, we can conclude that off-site storm flows have not created channelization on the property and are not expected in the future. As such, the placement of the freight storage containers on-site will not restrict any off-site storm flows due to their non-existence."

The Hydrology Study concluded that, "Considering the recent evidentiary empirical data from Post-Cyclone Topical Storm Hiliary and lack of surface evidence as observed by licensed professionals, and calculated confirmation of percolation rates after conducting percolation tests at six key locations, it has been demonstrated that no off-site flow will reach the project, and that on-site water from a 100-year storm will be completely infiltrated onsite, with no on-site flows leaving the property. Consequently, channelization or a basin for the 100- year storm event is not warranted given the stormwater will infiltrate in 0.69 minutes". No significant adverse impacts are identified nor are mitigation measures required.

The Hydrology Study concluded that the post-developed site will not change any grading since the shipping containers placed on it are elevated 0.25 feet above ground to allow drainage to flow underneath and the post-developed condition no storm water leaves the site. Considering that all developed storm flows will infiltrate within the first minute, there is no need for erosion control nor a Water Quality Management Plan infiltration basin.

Consequently, based on the results of the Hydrology Study, the ARD, and the Infiltration Evaluation the proposed Freight Container Storage Area **would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would**

- i. result in substantial erosion or siltation on- or off-site;
- ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;
- iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff;

nor create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. **Therefore, there is no impact.**

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

**No Impact**

---

Tsunamis are large waves generated in open bodies of water by fault displacement due to major ground movement. Due to the Project Site's distance from the Pacific Ocean, tsunamis are not potential hazards in the vicinity of the Project Site. As shown on the San Bernardino County Hazard Overlays Map FHO7 B, the Project Site do not occur within any of the Flood Plain Safety (FP) Overlay District areas. Additionally, as shown on the FEMA Flood Map 06071C6515J, the Project Site is located outside of the 0.2% annual chance floodplain.<sup>13</sup> According to the County's Policy Plan HZ-3 Dam Inundation Area the Project Site is not located within a dam inundation area.

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<sup>13</sup>REFERENCE: <https://msc.fema.gov/portal/search>. Accessed 2025  
County of San Bernardino



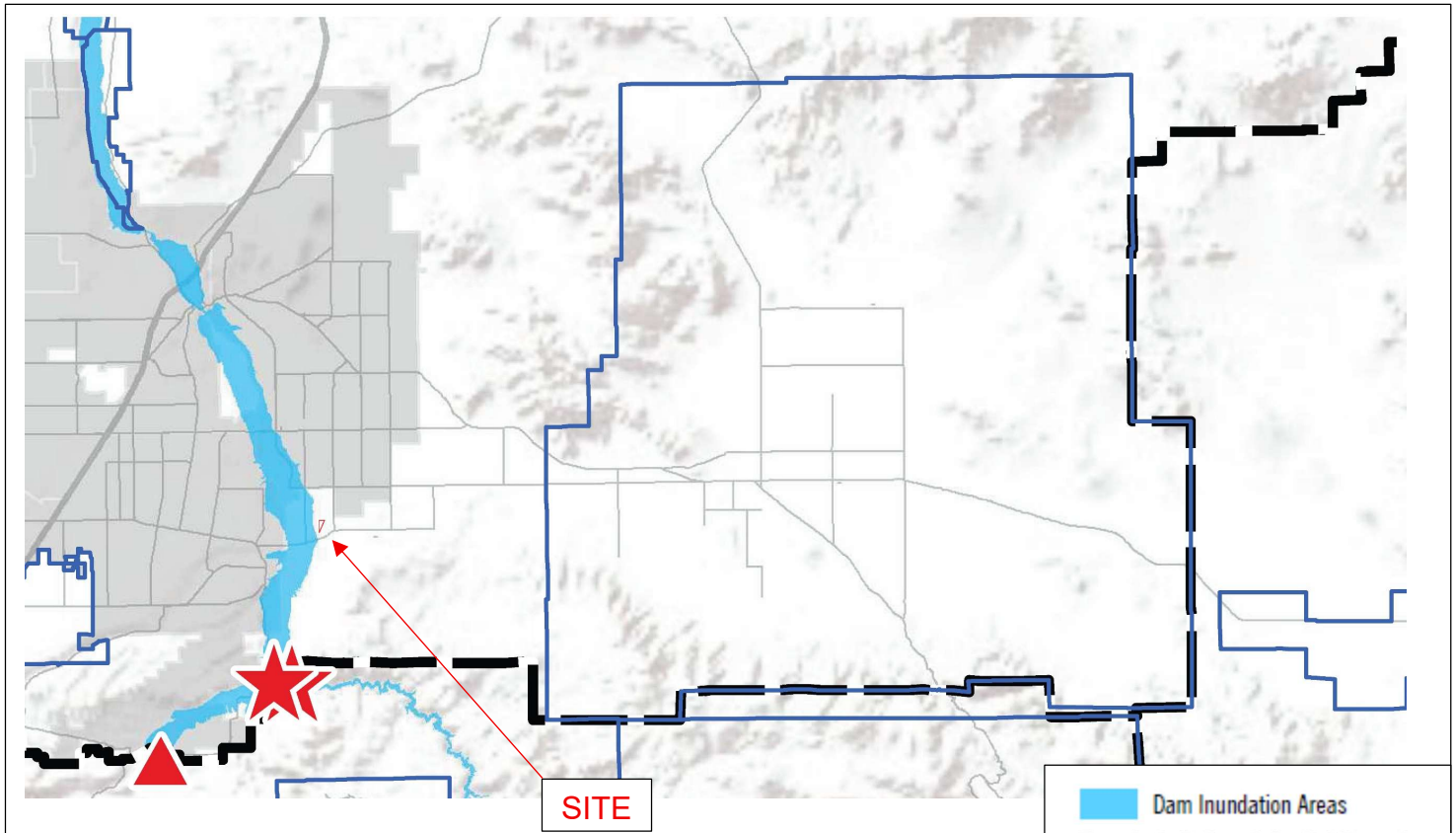
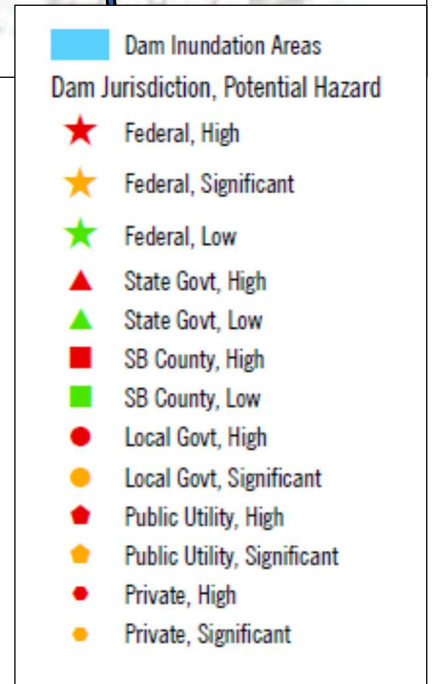
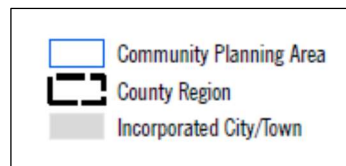


FIGURE X. -SBC Policy Map HZ-3 Dam & Basin Hazards



## Policy Map HZ-3 Dam & Basin Hazards



Therefore, the risk of release of pollutants by flood, seiche, or tsunami is considered nil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required. **Therefore, there are no impacts.**

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

**No Impact**

---

The proposed Project will not perform any grading activities and the hydrology study concluded that the following procedures and reports are deemed exempt:

- NPDES stormwater pollution prevention plan (SWPPP) and associated erosion control plans, best management practices (BMP's), water quality management plan (WQMP), and a design capture volume (Dcv) infiltration basin.
- Notice of intent to the state of California (NOI)
- Tribal grading observations

Consequently, the Project will not conflict with nor obstruct implementation of a water quality control plan or sustainable groundwater management plan. ***Therefore, there is no impact.***

<b>Issues</b>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:**

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Land Use Consistency Analysis (LUCA) prepared by Entitlement Strategies Group, Inc. dated 3/5/2025 as Amended 5.25.25 included herewith as APPENDIX 5 LUCA.*

a) *Physically divide an established community?*

**No Impact**

The proposed Freight Container Storage Project consists of 779,148 square feet (17.89 acres) of storage area on 23.37 acres that is vacant undeveloped land. The Project Site Area is currently a Freight Container Storage area under a Temporary Use Permit (TUP) issued on 2/20/23. The Freight Containers are empty and are placed on the site for interim storage until they are needed which is based on the Commercial Market supply and demand. These are domestic freight containers that are picked up and transported to a logistics facility, not related to the site, for filling and transport to the end user of the freight. The proposed Project is located on **FIGURE XI.1 – Vicinity Map**.

The project site is situated between the eastern edge of rural residential development and the BNSF railroad. The area east of the railroad is largely undeveloped, as are the areas north and south of the project. There are no vehicle or pedestrian crossings of the railroad in the vicinity of the project site. The development of the project does not alter existing circulation patterns or access to community services or adjoining neighborhoods.

*Therefore, the Project will not divide an existing community as none exists and thus there is no impact.*



FIGURE XI.1 – Vicinity Map



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

**Less Than Significant Impact**

The Proposed Land Use is allowable in the AV/AG zone as an Industrial use under a Conditional Use Permit (CUP) with Screening and Buffering pursuant to Development Code §83.02.060 all as set forth in the foregoing findings. The proposed Project's design incorporates the requirements of the Development Code for screening and buffering as depicted on the foregoing EXHIBITS A and B and APPENDIX VLUCA FIGURES 4.2, 4.3, 4.4 & 4.5. .

The Countywide Policy Plan Land Use Element was analyzed for consistency. Based on the LUCA'S analyses, findings and conclusions the Proposed Land Use is consistent with the Policy Plan Land Use Element's Goals and Policies and the proposed Land Use is consistent with the Countywide Policy Plan Land Use Designation of RLM and SBC General Plan Zoning District of AV/AG and consistent with all pertinent sections of the County Development Code.

Based on the foregoing and supporting information described in Section a) above, the project will not cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect. ***Therefore, with the implementation of the proposed screening and buffering as required per Development Code §83.02.060, there will be a less than significant impact.***

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

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Mineral Land Classification; San Bernardino Countywide Plan Policy Map NR-4 Mineral Resources*

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

**No Impact**

According to the County of San Bernardino Countywide Policy Map NR-4 Mineral Resource Zones, the Proposed Project Site is not mapped within a Mineral Resources Zone as designated by the State of California Department of Conservation, Mineral Land Classification map as depicted on the following **FIGURE 12. – Policy Plan NR-4 Mineral Resource Zones Map**. The Project Site occurs in Southwestern San Bernardino County, specifically in Open File Report 94-07. The Policy Map NR-4 does not include the Proposed Project Site within an important mineral resource recovery site and **therefore no impact**.

Therefore, the project will not result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state nor 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, and **therefore no impact**.



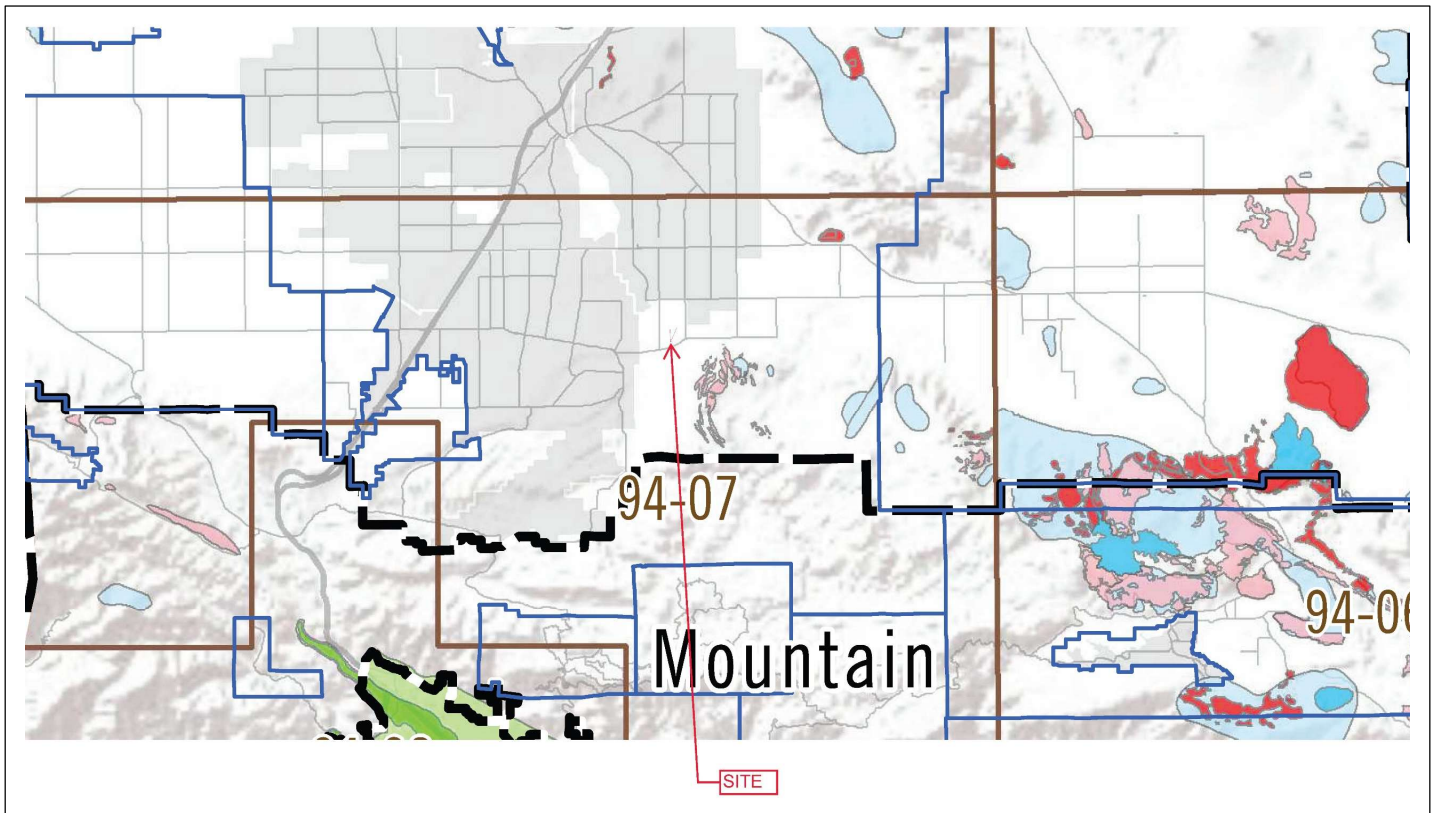
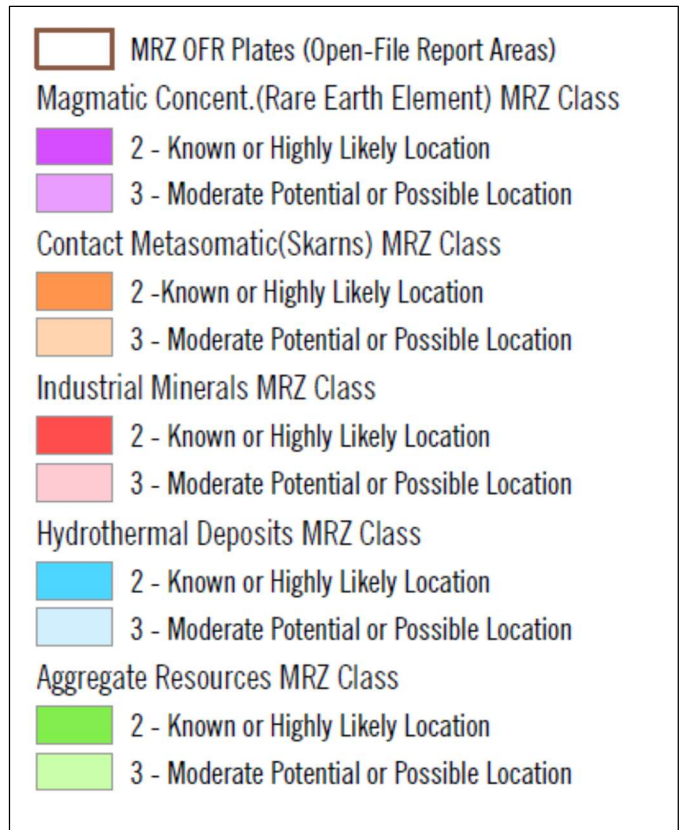
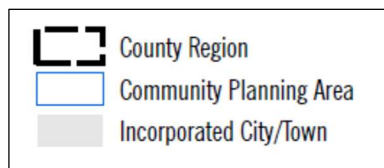


FIGURE 12 – POLICY MAP NR-4 MINERAL RESOURCE ZONES



<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**XIII. NOISE – Would the project result in:**

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Submitted Project Materials; Noise Analysis*

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

**Less Than Significant Impact**

- a) A Noise Analysis (NA) , dated October 30, 2024, was prepared for the Proposed Project by Urban Crossroads, Inc. A copy of the report is available for review at the County of San Bernardino Land Use Services Department, included herewith as APPENDIX 11 and is summarized herein. The NA was prepared to demonstrate compliance with the



applicable noise level standards and thresholds of significance based on guidance provided by the County of San Bernardino as informed by Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

Under the State of California Noise Requirements State Law requires that each county and city adopt a Noise Element to limit the exposure of the community to excessive noise levels. In addition, CEQA requires that all known environmental effect of a project be analyzed, including environmental noise impacts. The County of San Bernardino's adopted Noise Element of the General Plan limits the Community's exposure to excessive noise levels. The following are the NA identified Goals in the General Plan Noise Element:

*N 1 The County will abate and avoid excessive noise exposures through noise mitigation measures incorporated into the design of new noise-generating and new noise-sensitive land uses, while protecting areas within the County where the present noise environment is within acceptable limits.*

*N 1.3 When industrial, commercial, or other land uses, including locally regulated noise sources, are proposed for areas containing noise-sensitive land uses, noise levels generated by the proposed use will not exceed the performance standards of Table N-2 within outdoor activity areas. If outdoor activity areas have not yet been determined, noise levels shall not exceed the performance standards listed in Chapter 83.01 of the Development Code at the boundary of areas planned or zoned for residential or other noise-sensitive land uses.*

*N 1.5 Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and through-truck traffic to designated routes; and distribute maps of approved truck routes to County traffic officers.*

*N 1.6 Enforce the hourly noise-level performance standards for stationary and other locally regulated sources, such as industrial, recreational, and construction activities as well as mechanical and electrical equipment.*

*N 2 The County will strive to preserve and maintain the quiet environment of mountain, desert and other rural areas.*

*N 2.1 The County will require appropriate and feasible on-site noise attenuating measures that may include noise walls, enclosure of noise generating equipment, site planning to locate noise sources away from sensitive receptors, and other comparable features.*

The County of San Bernardino Municipal Code Title 8 Development Code contains the noise level limits for mobile, stationary, and construction-related noise sources:

### 3.3.1 TRANSPORTATION NOISE STANDARDS

*Section 83.01.080(d), Table 83-3, contains the County of San Bernardino's mobile noise source related standards, shown on Exhibit 3-A. Based on the County's mobile noise source*

standards, there are no exterior noise level standards for the Project commercial land use. Exterior transportation (mobile) noise level standards for residential land uses in the Project study area are shown to be 60 dBA CNEL, while non-noise-sensitive land uses, such as office uses, require exterior noise levels of 65 dBA CNEL per the County's Table 83-3 mobile noise source standards.

### 3.3.2 OPERATIONAL NOISE STANDARDS

The noise impacts originating from a designated fixed location stationary noise-sources are typically evaluated against standards established under a jurisdiction's Code. The County of San Bernardino County, Development Code, Title 8, Section 83.01.080(c) establishes the noise level standards for stationary noise sources. Since the Project's land use will potentially impact adjacent noise-sensitive uses in the Project study area, this noise study relies on the more conservative residential noise level standards to describe potential operational noise impacts.

Noise Standards for Adjacent Mobile Noise Level Standards			
Land Use		Ldn (or CNEL) dB(A)	
Residential	Single & Multi-family, duplex, mobile homes	45	60(3)
Commercial	Hotel, motel, transient housing	45	60(3)
	Commercial retail, bank, restaurant	50	N/A
	Office building, research & development, prof. offices	45	65
Institutional/Public	Amphitheater, concert hall, auditorium, movie theater	45	N/A
	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Notes:

(1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.

(2) The outdoor environment shall be limited to:

- Hospital/office building patios
- Hotel and motel recreation areas
- Mobile home parks
- Multi-family private patios or balconies
- Park picnic areas
- Private yard of single-family dwellings
- School playgrounds

(3) An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

Source: County of San Bernardino County Code, Title 8 Development Code, Table 83-3.



**TABLE XIII.-1 – NA Table 3-1: Operational Noise Level Standards**

Affected Land Uses (Receiving Noise)	Period	(dBA Leq)				
		30 min	15 min	5 min	1 min	L <sub>max</sub>
Residential	7:00am-10:00pm	55	60	65	70	75
	10:00pm-7:00am	45	50	55	60	65
Prof. Services	Anytime	55	60	65	70	75
Other Commercial		60	65	70	75	80
Industrial		70	75	80	85	90

Leq = (Equivalent Energy Level). The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, e.g., 1-hour, 30-minutes, 15-minutes, etc.

L<sub>max</sub> = maximum noise level

dB(A) = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network.

The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

According to the NA the percentile noise descriptors are provided to ensure that the duration of the noise source is fully considered. However, due to the relatively constant intensity of the Project operational activities, the L50 or average Leq noise level metrics best describe the noise sources associated with the Project. In addition, the Leq noise level metric accounts for noise fluctuations over time by averaging louder and quieter events and giving more weight to the louder events. In addition, due to the mathematical relationship between the median (L50) and the mean (Leq), the Leq will always be larger than or equal to the L50. The more variable the noise becomes, the larger the Leq becomes in comparison to the L50. Therefore, this noise study conservatively relies on the average Leq sound level limits to describe the Project operational noise levels.

The NA Significance Criteria was focused on the CEQA Appendix G Noise Level Thresholds A., B., and C.:

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines. Under CEQA, consideration must be given to the magnitude of the increase, the existing baseline ambient noise levels, and the location of receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will typically be judged. Thus, an important way of determining a person’s subjective reaction to a new noise is the comparison of it to the existing environment to

which one has adapted—the so-called ambient environment. The ambient noise level is the composite of noise from all sources, excluding the alleged offensive noise. In this context, it represents the normal or existing level of environmental noise at a given location for a specified time of day or night.

#### NOISE LEVEL MEASUREMENTS

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in “slow” mode to record noise levels in “A” weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013.

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site in accordance with.

Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels and is necessary to assess potential noise impacts due to the Project’s contribution to the ambient noise levels. The following **EXHIBIT XIII. – NA Exhibit 5-A: Noise Measurement Locations** shows the Measurement Locations in relation to the Site boundary.

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EXHIBIT XIII.-1 – NA Exhibit 5-A: Noise Measurement Locations

**NOISE MEASUREMENT RESULTS**

**TABLE XIII.-2 - Table 5-1: 24-Hour Ambient Noise Level Measurements**

Location <sup>1</sup>	Description	Energy Avg. Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located northeast of the site near the residence at 9426 Iroquois Ave.	51.7	43.3
L2	Located southeast of the site near the residence at 20535 Rock Springs Rd.	52.9	50.3
L3	Located west of the site near the residence at 9141 Deep Creek Rd.	59.0	53.8
L4	Located west of the site near the residence at 20276 Outpost Rd.	62.3	58.8
L5	Located west of the site near the residence at 9293 Deep Creek Rd.	69.5	65.0

<sup>1</sup> See Exhibit 5-A for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

"Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE XIII.-2 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L1, L2, L5, L8, L25, L50, L90, L95, and L99 percentile noise levels observed during the daytime and nighttime periods.]

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with surface streets in addition to background industrial land use activities. This includes the auto and truck activities on study area roadway segments near the noise level measurement locations.

**SENSITIVE RECEIVER LOCATIONS**

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown in Exhibit 6-A, were identified as representative locations for analysis.

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards), Project boundary line, or at the building façade, whichever is closer to the Project site. Distance is measured in a straight line from the project boundary to each receiver location.

Location R1 represents an existing noise sensitive residence located at 9426 Iroquois Avenue, approximately 1,159 feet to the northeast of the Project site. A 24-hour noise



measurement was taken near this location, L1, to describe the existing ambient noise environment.

Location R2 represents an existing noise sensitive residence located at 20535 Rock Springs Road, approximately 1,329 feet to the southeast of the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.

Location R3 represents an existing noise sensitive residence located at 9141 Deep Creek Road, approximately 801 feet to the southwest of the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.

Location R4 represents an existing noise sensitive residence located at 20276 Outpost Road, approximately 475 feet to the west of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.

Location R5 represents an existing noise sensitive residence located at 9293 Deep Creek Road, approximately 1,138 feet to the west of the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

EXHIBIT XIII.-2 -Exhibit 6-A: Sensitive Receiver Locations



The Project would result in a small increase in regional and local traffic volumes. The Project is anticipated to generate a maximum of 246 two-way trip-ends per day (17), which would represent an incremental increase to the existing roadway volumes of 1,147 ADT and 10,278 ADT for Deep Creek Road and Rock Springs Road, respectively (18), and is not expected to



generate a perceptible noise level increase (i.e., less than 3 dBA CNEL) at nearby sensitive land uses adjacent to study area roadways. A Noise Analysis (NA), dated October 30, 2024, was prepared for the Proposed Project by Urban Crossroads, Inc. that included Project Operational Noise Level Compliance. The operational noise levels associated with the Project will satisfy the County of San Bernardino exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered **less than significant** at the nearest noise-sensitive receiver locations

As indicated in the Noise Analysis Tables 8-5 and 8-6, the Project will generate daytime and nighttime operational noise level increases ranging from less than 0.01 to 1.1 dBA Leq at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-1. Therefore, the incremental Project operational noise level increase is **considered less than significant** at all receiver locations.

Due to the low traffic volumes generated by the Project, the off-site traffic noise levels generated by the Project are considered **Less Than Significant**.

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

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

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Pursuant to the County Development Code Section 83.01.080, the County exempts construction activities from 7AM to 7PM, except on Sundays and federal holidays. Transport of containers to and from the site would occur during allowable timeframes.

Development Code Section 83.01.090 prohibits vibration that can be felt without the aid of instruments or produces a particle velocity greater than or equal to two-tenths inches per second peak particle velocity (i.e., 0.20 in/sec PPV) at or beyond the lot line of the source. Exceptions are made for temporary construction, maintenance, repair, or demolition activities between 7:00 AM and 7:00 PM, except Sundays and federal holidays, and motor vehicles not under control of the commercial or industrial use.

Given the proposed use of a Freight Container Storage Area and the results of the Noise Analysis as described the foregoing section a) above, excessive groundbourne vibration or groundborne noise levels are considered **Less Than Significant**.

- c) *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?*
-

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## No Impact

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The Project Site is located approximately 5.83 miles northeast of the Hesperia Airport. As shown on the San Bernardino County General Plan Hazard Overlay Map EH30B, the Project Site is not within an airport safety review area.<sup>14</sup> The Project Site is not located within the vicinity of a private or public airstrip. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, **No Impacts**.

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<sup>14</sup>REFERENCE: [HZ-9-Airport-Safety-Planning-201027.pdf](#). Accessed May 20,2025.  
County of San Bernardino



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

**SUBSTANTIATION:**

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033*

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

**No Impact**

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

**No Impact**

a&b The Proposed Planned Residential Development Project is for continued Freight Container Storage, currently in operation on the site under a TUP, on the site consistent with the County Policy Plan Land Use and Zoning with a CUP. The container storage use would not create unplanned growth in the area either directly (for example, by proposing new homes and businesses) or indirectly, nor displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No new roads nor infrastructure are proposed. No construction activities are proposed **Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

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

**SUBSTANTIATION:**

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033*

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?*

**No Impact**

According to the Apple Valley Fire Protection District Service Zone Map the Project is within the AVFPD Service Area. The AVFPD serves the unincorporated portions of the County including the Project Site. AVFPD Fire Station 337 located at 19305 Jess Ranch Parkway approximately 3.9 miles northwest of the Project Site. Response times in the range of five to eight minutes are considered maximum in the case of structural fires. **Therefore no impact.**

*Police Protection?*

**No Impact**



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Currently, the Project Site is located in the service area of the Apple Valley Police Department which contracts through San Bernardino County Sheriff's Department (SBCSD) that is located at 14931 Dale Evans Parkway Apple Valley. The Department provides law enforcement services to the unincorporated areas of the San Bernardino County and is located approximately three miles west of the Project Site.

The Town of Apple Valley incorporated on November 14, 1988. Since its incorporation, the town has continuously contracted with SBCSD for law enforcement services. The Sheriff's Station consists of 51 officers and 13 general employees. In keeping with the station's community policing philosophy, the Apple Valley patrol shifts implement problem oriented policing to focus on crime trends. The station also partners with Apple Valley Code Enforcement and San Bernardino County Probation to address issues ranging from quality of life to violent crime in an effort to reduce crime and create an aesthetically pleasing community. The County of San Bernardino Police Department reviews its needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection throughout the County. Developer Impact fees are collected at the time of building permit issuance. Therefore, the Proposed Project is not anticipated to significantly increase demand for police protection services. ***No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.***

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Schools?

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**No Impact**

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The Project Site is served by the Apple Valley School District. The Proposed Project is a request for a CUP to allow for the continuation of a Freight Container Storage Area that is currently operating under a Temporary Use Permit. No new structures are proposed. ***Therefore, no significant adverse impacts are identified or are anticipated and no mitigation measures are required.***

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Parks?

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**No Impact**

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The County of San Bernardino has a total of ten regional parks including the Mojave Narrows Regional Park, located north and adjacent to the Project Site. The City of Victorville has 19 parks that total approximately 216 acres and four activity centers. The Proposed Project is a request for a CUP to allow for the continuation of a Freight Container Storage Area that is currently operating under a Temporary Use Permit. No new structures are proposed. The Proposed Project would not result in an increase in population that would increase the use of existing neighborhood and regional parks or other recreation facilities in the vicinity. ***Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.***

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*Other Public Facilities?*

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**No Impact**

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The County Department of Public Works maintains most roads, drainage easements and regional flood control facilities in the general Project vicinity. The Project will not require an increase in power or water; a mobile restroom will be utilized thus no requirement for sewer. The County will provide existing police and fire services. ***Therefore, no impacts are identified or anticipated, and no mitigation measure is required.***

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVI. RECREATION</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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:**

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033*

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?*

**No Impact**

The Proposed Project is a request for a CUP to allow for the continuation of a Freight Container Storage Area that is currently operating under a Temporary Use Permit. No new structures are proposed. The Proposed Project would not include the construction of recreational amenities on-site and would not result in the increase use of existing neighborhood or regional parks which would result in the deterioration of these facilities. The Project would not be required to pay impact fees for outdoor storage as no structures will be constructed. **Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.**

- 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?*

**No Impact**

The Proposed Project is a request for a CUP to allow for the continuation of a Freight Container Storage Area that is currently operating under a Temporary Use Permit. No new structures are proposed. The Proposed Project would not result in an increase in



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population that would increase the use of existing neighborhood and regional parks or other recreation facilities in the vicinity as appropriate amenities would be provided on-site. ***Therefore, no impacts are identified or anticipated, and no mitigation measures are required.***

<b>Issues</b>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

*County of San Bernardino August 2020 Final Program Environmental Impact Report San Bernardino Countywide Plan SCH No. 2017101033; Trip Generation Assessment; Project Application Materials*

- a), *Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities? (a)*
- b) *Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?*
- c) *Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?(c)*
- d) *Result in inadequate emergency access?(d)*

**Less Than Significant Impact**

a-d A Trip Generation Assessment (TGA) was prepared for the proposed project by Urban Crossroads dated May, 2025 in coordination with the County of San Bernardino via a scoping agreement and was prepared pursuant to applicable County of San Bernardino traffic impact analysis guidelines. A complete copy of the TGA is included herewith as APPENDIX 12 and also available for review at the County of San Bernardino Planning Department and is summarized herein:



The TGA described the proposed project analyzed as follows, "The proposed Project is for a trailer storage facility on 17.89 acres, located northwest of Rock Springs Road and Deep Creek Road, which is in an unincorporated portion of the County within the Sphere of Influence of the Town of Apple Valley. The land use and zoning designation of the site is agricultural land (AC/AG). The preliminary site plan for the proposed Project is shown in Exhibit 1. Primary access to the site is accommodated via a main entrance on Deep Creek Road to the south. Operations will take place 24 hours a day, 7 days a week."

For clarification, the scope of the "Project" area has been reduced to reflect the Assessor's Parcel Area of 23.37 acres and the net Project Area of 17.89 acres for avoidance of all jurisdictional area within the Parcel. This is reflected throughout this Initial Study. Because this TGA concluded that based upon the results, *"the Project is anticipated to generate fewer than 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site study area intersection (both actual vehicle and in PCE). As such, additional traffic analysis beyond this trip generation assessment does not appear to be necessary."*, the TGA was not revised to reflect the reduction in acreage which would only further reduce the peak hour trips which is already fewer than the 100 peak hour trips.

#### TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to, and produced by, a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to, and produced by, the specific land uses being proposed for a given development.

Because the latest Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021) does not currently have any trip generation rates for a trailer/chassis storage lot; Urban Crossroads collected traffic counts at the driveways for the following existing facilities to understand the existing traffic associated with the current use:

- 2.96-acre site at 17900 Sheep Creek Road (San Bernardino County, California): July 25 through 27, 2023 (see TGA Table B-1 in Attachment B)
- 6.33-acre site at 1605 Chapin Road (Montebello, CA): May 21 through May 23, 2024 (see TGA Table B-2 in Attachment B)
- 17.25-acre site at 194 N. Rancho Avenue (San Bernardino, CA): May 21 through May 23, 2024 (see TGA Table B-3 in Attachment B)
- 6.3-acre site at 1938 5th Street (San Bernardino, CA): February 8, 2022 (see TGA Table B-4 in Attachment B)
- 143.9-acre BNSF Stacking Yard (Colton, CA): May 21 through May 23, 2024 (see TGA Table B-5 in Attachment B)

Passenger Car Equivalents (PCE) factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+ -axles). PCEs allow the typical “real-world” mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors used for other projects within the County. The surveyed sites generate an average of 368 two-way PCE trips per day, with 24 PCE trips during the AM peak hour and 22 PCE trips during the PM peak hour.

**PROPOSED PROJECT: TRAILER STORAGE LOT**

Table 2 summarizes the resulting trip generation rates of the proposed use which has been calculated by dividing the trip generation shown in Table 1 by the existing average 35.35 acres (average acreage of all sites in order to develop a per-acre trip generation rate).

TABLE XVII.-1 – TGA Table 2: Trip Generation Rates

Land Use	Units	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total	
Actual Vehicles: <sup>1</sup>								
Trailer/Chassis Storage	Acres							
Passenger Cars:		0.087	0.054	0.141	0.063	0.150	0.213	2.833
2-Axle Trucks:		0.007	0.009	0.016	0.004	0.002	0.006	0.226
3-Axle Trucks:		0.022	0.030	0.052	0.050	0.035	0.085	1.236
4-Axle Trucks:		0.059	0.078	0.137	0.035	0.039	0.074	1.582

<sup>1</sup> Weighted average rates developed from data summarized on Table 1 divided by the average acreage (35.348-acres).

Using the calculated trip generation rates shown in Table XVII.-1, the Project’s trip generation is summarized in **TABLE XVII.-2** based on the proposed 41.71 acres of trailer/chassis storage. As shown in Table 3, the Project is anticipated to generate a total of 246 two-way trip-ends per day with 9 AM peak hour trips and 16 PM peak hour trips. The Project is anticipated to generate 434 two- way PCE trips per day, with 29 PCE trips during the AM peak hour and 25 PCE trips during the PM peak hour.



TABLE XVII.-2 – TGA Table 3: Trip Generation Rates Summary

Land Use		Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Actual Vehicles: Proposed Project		41.71Acres							
Passenger Cars:			4	2	0	3	6	9	118
2-Axle Trucks:			0	0	1	0	0	0	10
3-Axle Trucks:			1	1	2	2	1	4	52
4-Axle Trucks:			2	3	6	1	2	3	66
Total Trucks (Act. Veh)			3	4	9	3	3	7	128
<b>Total Project Trips (Actual Vehicles)</b>			<b>7</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>16</b>	<b>246</b>
Land Use		Units	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Passenger Car Equivalent (PCE): Proposed Project		41.71Acres							
Passenger Cars:			4	2	6	3	6	9	118
2-Axle Trucks:			0	1	1	0	0	0	14
3-Axle Trucks:			2	3	5	4	3	7	104
4-Axle Trucks:			7	10	17	4	5	9	198
Total Trucks (PCE)			9	14	23	8	8	16	316
<b>Total Project Trips (PCE)</b>			<b>13</b>	<b>16</b>	<b>29</b>	<b>11</b>	<b>14</b>	<b>25</b>	<b>434</b>

**FINDINGS**

The traffic impact study area is to be defined in conformance with the requirements of the County Guidelines, which state that the requirement to prepare a traffic study will be based upon, but not limited to, one or more of the following criteria:

- If a project generates 100 or more trips without consideration of pass-by trips during any peak hour.
- If a project is located within 300 feet of the intersection of two streets designated as Collector or higher in the County’s General Plan or the Department’s Master Plan or impacted intersection as determined by the Traffic Division.
- If this project creates safety or operational concerns.

Based on the above summary and comparison with this criterion, the Project is anticipated to generate fewer than the 100 peak hour trips during any peak hour and would contribute fewer than 50 peak hour trips to any off-site study area intersection (both actual vehicle and in PCE). As such, additional traffic analysis beyond this trip generation assessment does not appear to be necessary.



The CEQA Guidelines were amended in December 2018 to include Senate Bill (SB) 743 which required the then Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. The OPR identified the Vehicle Miles Traveled (VMT) as the new metric for transportation under CEQA.

Consistent with the new metric of VMT for analysis of transportation impacts under CEQA, this analysis follows the OPR and County guidelines. Based on the VMT and TGA analyses the project is presumed to have a less than significant transportation impact per CEQA guidelines.

The continued use of a Freight Container Storage Area is an allowed use under a Conditional Use Permit and consistent with the Countywide Policy Plan and Development Code as determined in the Consistency Analysis prepared for the Project by Entitlement Strategies Group, Inc. dated March 5, 2025. Therefore, it would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities nor would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b).

***Therefore, there is no impact.***

The project is currently operating under a Temporary Use Permit as a Freight Container Storage Area. There are no inherent geometric design features as there is no construction proposed. Widening of existing Deep Creek Road will not include any dangerous nor sharp curves nor dangerous intersections. The Project will not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) nor incompatible uses (e.g., farm equipment), (c), nor result in an inadequate emergency access(d). ***Therefore, there is no impact.***

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

**SUBSTANTIATION:**

*San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; Archaeological and Built Environment Resources Inventory and Evaluation Report was prepared for the Proposed Project by ECORP Consulting, Inc. dated May 2025; AB52 Tribal Notification Letters dated 9/18/2025.*

- a) 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;*

**No Impact**

An Archaeological and Built Environment Resources Inventory and Evaluation Report was prepared for the Proposed Project by ECORP Consulting, Inc. dated May 2025. A complete copy of this Report is included herewith as APPENDIX 5. However, pursuant to CEQA and AB 52 Archaeological Records Searches are Confidential. The Study is summarized herein:



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The inventory included a records search, literature review, and field survey. The records search results indicated that two previous cultural resources studies have been conducted within the Project Area. As a result of those studies, no sites or isolates have previously been recorded within the Project Area.

As a result of the field survey, ECORP documented one road segment: Deep Creek Road (EAG-01). ECORP evaluated Deep Creek Road and recommends that it is not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR), either individually or as part of an existing historic district. As such, the resource is not considered a Historic Property for the purposes of Section 106 of the NHPA, nor is it considered a Historical Resource for the purposes of CEQA. **Therefore, there is no impact.**

- b) 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?*

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**No Impact**

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There is no construction nor any ground disturbances planned for the ongoing use of the existing Freight Container storage Area currently operating under a TUP. The containers are placed temporarily on existing ground elevated by 4".

The Report concluded that no ground disturbing activities, including but not limited to demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching, are proposed at this time. Therefore, no archaeological mitigation measures are required. **Thus, there is no impact.**

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**  
*San Bernardino Valley Municipal District Urban Water Management Plan 2015; Submitted Project Materials;*



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

**No Impact**

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The proposed use is for the ongoing operation of a Freight Container Storage Area. No new water, wastewater, stormwater, electric power, natural gas nor telecommunications is proposed. **Therefore, there is no impact.**

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

**No Impact**

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The proposed use is for the ongoing operation of a Freight Container Storage Area. Minimal site buffering landscaping would be served from the existing water on site. No new water, wastewater, stormwater, electric power, natural gas nor telecommunications is proposed. The parcel of land is located within the Alto Subarea Groundwater Basin of the Mojave Water Agency (MWA) Water Service Boundary with Adjudicated and Managed Groundwater Areas and is entitled to an allocated 10 Acre Feet Per Year (AFY)<sup>15</sup> of groundwater. Therefore, there is **no impact**.

The proposed Freight Container Storage Area does not require potable water demand onsite. The required screening and buffering landscaping irrigation demand has been calculated and compared to the Adjudication allocated 10 AFY by Red Brick Consulting Engineers and Architects (RBCEA), Memorandum dated 3-25-26 included in APPENDIX 10 HYDROLOGY. The total landscaping demand (LD) is 0.0187 AFY. The allocated annual water of 10 AFY less the LD of 0.0187AFY = 9.9813 AFY surplus. The irrigation water will be provided by the existing onsite water meter. Irrigation water is a mere fraction of the adjudicated and allocated 10 AFY per parcel.

Consequently, the proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

The Project would not add any additional demand over the Adjudicated Amount and therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required. **Therefore, there is no impact.**

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<sup>15</sup> Reference: Mojave Water Agency 2020 Urban Water Management Plan - Chapter 2 Mojave Water Agency Service Area Adjudication History  
County of San Bernardino



- c) *Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?*

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**No Impact**

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The Project will only require a mobile portable ADA Restroom Trailer on a contractual basis by a supplier that is permitted by EHS and SBC Building Department. No onsite extension of sewer is proposed. Therefore, the Project will not 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. Therefore, *there is no impact.*

- d) *Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?*

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**No Impact**

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The Project Site is currently within the refuse collection area of Burrtec Waste Industries. Solid waste generated at the Project Site is disposed of at either the San Bernardino County Victorville Sanitary Landfill (36-AA-0045), or other active landfills as necessary. Burrtec's operators determine the final disposal location on a case-by-case basis. The Victorville Sanitary Landfill has a maximum throughput of 3,000 tons per day, an expected operational life through 2047, and a remaining capacity of 81,510,000 cubic yards. The Proposed Project includes a request for a CUP to allow for the continued operation of a Freight Container Storage Area. The Project would have minimal solid waste and would continue to be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required. *Therefore, there is no impact.*

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

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**No Impact**

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The State of California has enacted Assembly Bill 341 (AB341) to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. AB341 mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. The County of San Bernardino Solid Waste Management Division reviews and approves all new construction projects that require a Construction and Demolition Solid Waste Management Plan. The project is not proposing any construction nor any demolition. Therefore, it will comply with all federal, state, and local management and reduction statutes and regulations related to solid waste. *Therefore, there is no impact.*

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**SUBSTANTIATION:**

***San Bernardino Countywide Plan for County of San Bernardino August 2020 Final Environmental Impact Report SCH No. 2017101033; Submitted Project Materials***

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

**No Impact**

The nearest evacuation routes to the Project Site include State Highway 18 located approximately eight miles north of the Project Site and Interstate 15 located approximately 9 miles west of the Project Site. Access to the Project Site would be provided via Deer Creek Road. The Project Site does not contain any emergency facilities. Project operations at the site would not interfere with an adopted emergency response or evacuation plan. ***No impacts are identified or anticipated, and no mitigation measures are required.***



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

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**No Impact**

Fire safety areas are prone to wildfires and require additional development standards. The Project Site and its vicinity is located within the County Fire Safety Overlay, as shown on the San Bernardino County's Policy Plan Map HZ-6 – Fire Hazard Severity Zones. The Project Site is shown on this map within a Moderate Zone. The Site falls within the San Bernardino County General Plan Hazard Overlay Maps FH07B and FH08B which designates the Site within Zone FS2 Fire Safety Area 2. (Apple Valley).<sup>16</sup>

Due to the lack of wildfire fuel factors within the Project Area and on the Project Site, the risk of wildfire is considered less than significant. The Proposed Project shall comply with applicable standards required by the responsible Fire Authority. The Proposed Project is not anticipated to exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. **Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.**

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

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**No Impact**

According to the San Bernardino County's Hazards Overlay Map FH07B and FH08B the Site is within Zone FS2 Fire Safety Area 2. The Project Site is currently vacant and is located adjacent to existing improved Deep Creek Road. The Project Site is relatively flat and accessible by emergency services (i.e., fire apparatus) and does not include the installation of new power lines or other utilities that would result in an additional fire risk for the area. **Therefore, no impacts are identified or anticipated, and no mitigation measures are required.**

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

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**No Impact**

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<sup>16</sup><http://www.sbcounty.gov/Uploads/lus/HazMaps/FH08B> and <http://www.sbcounty.gov/Uploads/lus/HazMaps/FH07B> Accessed May 20, 2025.  
County of San Bernardino



The Project Site and its immediate vicinity are relatively flat, and therefore post-fire slope instability is not anticipated. The implementation of associated storm water BMPs would ensure that the Proposed Project appropriately conveys storm water runoff without affecting upstream or downstream drainage characteristics. As a result, the Proposed Project would not expose people or structure to significant risks, such as downslope flooding or landslides. ***No significant adverse impacts are identified or anticipated, and no mitigation measures are required. Therefore, no impact.***

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**XXI. MANDATORY FINDINGS OF SIGNIFICANCE:**

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**FINDINGS OF SIGNIFICANCE:**

- a) *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*

**No Impact**

Given the results, findings and conclusions of the Biological Technical Report, the Aquatic Resources Delineation Report, the Hydrology Study, Infiltration Report and the fact the continued Freight Container Storage Area is outside of jurisdictional area, the project does not have the potential to substantially degrade the quality of the

County of San Bernardino



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, and will not substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

*Therefore, there is no impact.*

- 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)?*

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**No Impact**

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

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

All of the categories of environmental factors that could potentially affect the project have been studied by the specialized project consulting disciplines, the conclusions of which are summarized herein in this Initial Study. None of the Categories had conclusions that identified environmental factors that are "Potentially Significant Impacts", nor impacts that are Less Than Significant with Mitigation Incorporated, nor were there any conclusions of any cumulative impacts.

The proposed continued land use of Freight Container Storage on approximately 17.89-acre site is consistent with the San Bernardino Countywide Plan Land Use and Zoning with the approval of a CUP for the Industrial use with extensive buffering as concluded in the Project Land Use Consistency Analysis (LUCA). The proposed continued land use currently operating under a TUP will not have impacts that are individually limited, nor

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

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

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**No Impact**

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The proposed Project is for a Freight Container Storage Area on approximately 17.89 acres. The empty Freight Containers are placed onsite temporarily based on commercial supply and demand needs. No grading or construction will be done on the existing site. **Therefore, no impact.**

As stated in response (a) above, there are no hazardous or toxic materials transported in association with the Proposed Project that may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Transport of such materials would be in accordance with State and Federal regulations. Operation activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials would be less than significant. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

No hazardous materials would be emitted as a result of the operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required. The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.<sup>17</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the vicinity of the Project Site as shown on **EXHIBIT IX. - EnviroStor Map.**

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<sup>17</sup><https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>. Accessed May 20, 2025.

The proposed Project is for a Freight Container Storage Area on approximately 17.89 acres. The empty Freight Containers are placed onsite temporarily based on commercial supply and demand needs. No grading or construction will be done on the existing site. **Therefore, no impact.**

As stated in response (a) above, there are no hazardous or toxic materials transported in association with the Proposed Project that may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Transport of such materials would be in accordance with State and Federal regulations. Operation activities would continue to include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the use of hazardous materials would be less than significant. Therefore, no significant adverse impacts are identified or anticipated and no mitigation measures are required.

No hazardous materials would be emitted as a result of the operation of the Proposed Project. Therefore, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required. The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.<sup>18</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the vicinity of the Project Site as shown on **EXHIBIT IX. - EnviroStor Map.**

The proposed Project is not 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, it would not create a significant hazard to the public or the environment, and therefore, **there is no impact** Control's EnviroStor data management system.<sup>19</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the vicinity of the Project Site as shown on **EXHIBIT IX. - EnviroStor Map.** The proposed Project is not 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, it would not create a significant hazard to the public or the environment, and therefore, **there is no impact.**

<sup>18</sup><https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>. Accessed May 20, 2025.

<sup>19</sup><https://www.envirostor.dtsc.ca.gov/public/map/?myaddress>. Accessed May 20, 2025.

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**SUMMARY OF MITIGATION MEASURES**

*As identified in this Initial Study, the Project would not require any mitigation measures to reduce potential impacts to a less than significant level.*

*Therefore, the Mandatory Findings of Significance is No Impact.*

## **GENERAL REFERENCES**

County San Bernardino of Public Works Low Impact Development Standards Manual. Updated February 2014.

County of San Bernardino Public Works Hydrology Manual. Created in August 1986.  
<http://cms.sbcounty.gov/Portals/50/floodcontrol/HydrologyManual.pdf>

Federal Emergency Management Agency website: <https://msc.fema.gov/portal> accessed September 2024

NOAA Atlas 14, Volume 6, Version 2 POINT PRECIPITATION FREQUENCY (PF) ESTIMATES WITH 90% CONFIDENCE INTERVALS AND SUPPLEMENTARY INFORMATION. Accessed September 2024

NRCS Soils Data from Soil Map; San Bernardino County, California, Mojave River Area; Version 8, Sep 12, 2016, Accessed October 2024.

California Department of Conservation. Seismic Hazards Program, California Geological Survey Interactive Map <https://maps.conservation.ca.gov/cgs/EQZApp/app/> Accessed May 2025.

California Department of Conservation's Farmland Mapping and Monitoring Program <https://maps.conservation.ca.gov/dlrp/ciff/>. Accessed May 2025 .

California Department of Fish and Wildlife's California Natural Community Conservation Plans Map <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed October 2024

California Department of Toxic Substances Control's EnviroStor data management system <https://www.envirostor.dtsc.ca.gov/public/map/> accessed May 2025bruary 15, 2022.

County of San Bernardino General Plan Land Use Geologic Hazard Overlays Map EHFHC

County of San Bernardino. 2007 General Plan. Adopted March 13, 2007 and amended April 24, 2014.

FEMA Flood Map Service Center: Search By Address. Accessed October 2020.  
<https://msc.fema.gov/portal/search?AddressQuery=victorville%20#searchresultsanchor>  
MDAQMD CEQA and Federal Conformity Guidelines, August 2016

Mojave Desert Air Quality Management District.

California Environmental Quality Act (CEQA) and Federal Conformity Guidelines, as amended in 2021.

County of San Bernardino



## **PROJECT-SPECIFIC REFERENCES**

BUOW	California Burrowing Owl Consortium
SPMG	1993. Burrowing Owl Survey Protocol and Mitigation Guidelines.
CDFW	California Department of Fish and Wildlife Staff Report on Burrowing Owl
BUOW	Mitigation, State of California Natural Resources Agency Department of Fish and Game dated March 7, 2021
CSBMC	County of San Bernardino Municipal Code
CSBGP	County of San Bernardino General Plan 2009 San Bernardino General Plan
CSBMC	County of San Bernardino Municipal Code 2009 as Amended 2014 TITLE 8 DEVELOPMENT CODE
CSBPP	County of San Bernardino General Plan Countywide Plan adopted 2020
CASOPRTA	State of California Office of Planning and Research TECHNICAL ADVISORY AB52 and Tribal Cultural Resources in CEQA, June 2017
ESGI	Entitlement Strategies Group, Inc., Draft Initial Study/Negative Declaration 3/25/26
GEOTEK	GeoTek, Inc., Geotechnical and Infiltration Evaluation, dated March 29, 2021
RBCEA PHS	Red Brick Consulting Engineers and Architects, LLC, Preliminary Hydrology Study, dated May 2025.
UCR AQA	Urban Crossroads, Inc., Air Quality Analysis, dated May 2025
UCR EA	Urban Crossroads, Inc., Energy Assessment, dated May 2025
UCR GHG	Urban Crossroads, Inc., Greenhouse Gas Assessment, dated May 2025
UCR NA	Urban Crossroads, Inc., Noise Assessment, dated May 2025
UCR TGA	Urban Crossroads, Inc., Trip Generation Assessment, dated May 2025
UCR VMT	Urban Crossroads, Inc., Vehicle Miles Traveled Assessment, dated May 2025

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# APPENDIX 1

## AESTHETICS – CUP PLANS

# APPENDIX 2

## AIR QUALITY ASSESSMENT (AQA)

# APPENDIX 3

## AQUATIC RESOURCES DELINEATION REPORT (ARDR)

# APPENDIX 4

## BIOLOGICAL TECHNICAL REPORT

# APPENDIX 5

## LAND USE CONSISTENCY ANALYSIS (LUCA)

# APPENDIX 6

## ARCHEOLOGICAL & BUILT ENVIRONMENT RESOURCES INVENTORY AND EVALUATION REPORT (ABERIER)

### CULTURAL RESOURCES REPORT

### PALEONTOLOGICAL RESOURCES MEMORANDUM (PRM)

# APPENDIX 7

## ENERGY ASSESSMENT (EA)

# APPENDIX 8

## GEOTECHNICAL INFILTRATION

# APPENDIX 9

## GREENHOUSE GAS ASSESSMENT (GHG)

# APPENDIX 10

## PRELIMINARY HYDROLOGY STUDY (HS)

### LANDSCAPE WATER DEMAND ASSESSMENT (LWDA)

# APPENDIX 11

## NOISE ASSESSMENT (NA)

# APPENDIX 12

## TRIP GENERATION ASSESSMENT (TGA)

### VEHICLE MILES TRAVELED (VMT)

# APPENDIX 13

## AB52 TRIBAL NOTIFICATION

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