

**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>	0349-182-11	<b>USGS Quad:</b>	Devore Northeast 7.5
<b>Applicant:</b>	Geo-Cal, Inc.	<b>T, R, Section:</b>	T2N R5W Sec. 33
<b>Location</b>	Glen Helen Pkwy & Cajon Blvd, San Bernardino, CA 92410	<b>Thomas Bros</b>	Page 545
<b>Project No:</b>	PROJ-2022-00213	<b>Community Plan:</b>	Community of Devore
<b>Rep</b>	Andresen Architects	<b>LUC: Zone:</b>	Special Development (SD), Glen Helen Specific Plan– Commercial/Traveler Services (GH/SP-C/TS)
<b>Proposal:</b>	Approval of a Minor Use Permit to allow for the development of a gas station (including truck fueling), and convenience store with attached drive-thru restaurant on 1.57 acres.	<b>Overlays:</b>	None

**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:** Maryn Mineo-Wells, Senior Planner  
**Phone No:** (909) 387-4738      **Fax No:** (909) 387-3223  
**E-mail:** Maryn.Mineo-Wells@lus.sbcounty.gov

**PROJECT DESCRIPTION:**

**Summary**

Geo-Cal, Inc. submitted an Application to the County of San Bernardino (PROJ-2022-00213) for a Minor Use Permit (MUP) for a proposed gas station (including truck fueling), and an 1,848 square-foot (SF) Convenience Store with a connected 1,057 SF Drive-Thru Restaurant. The passenger car fueling area would have six (6) pumps and the truck fueling area would have six (6) pumps; both would be under canopies. A total of nineteen (19) parking stalls would be provided including one handicap accessible and one (1) clean air/vanpool/electric vehicle space for the Convenience Store/Restaurant. Short-term and long-term parking spaces for bicycles would also be provided. Landscaping would be provided primarily along the site perimeters and in parking areas for approximately 15% (10,823 SF) of the site (see Figure 1, Site Plan).

The passenger vehicle fueling area canopy is proposed to be 2,480 SF and 22' in height and would cover three (3) islands (2 pumps per island) with a total of twelve (12) pumping positions

(2 pumping positions per pump). The truck fueling area would provide six (6) pumps under a 1,975 SF canopy which would be a maximum of 22' high. The Convenience Store and Restaurant building would be a maximum height of 35 feet. A parking lot and security lighting would be provided throughout the site. Access to the site would be via a 75-foot-wide driveway and a 26-foot-wide driveway along Cajon Boulevard and one 50-foot-wide driveway on the Glen Helen Parkway (see Figure 1-Site Plan).

The Proposed Project would require an estimated 20 employees in total. Proposed Hours of Operation for each use are:

Fueling Station – 7 days/week 24/7  
Convenience Store – 24/7  
Drive-Thru – Estimate 16 hours/day.

## Project Site

The Project Site is located at 18545 Cajon Boulevard, Devore, California, 92407 on the southeast corner of Cajon Boulevard (Historic Route 66) and Glen Helen Parkway on a 1.57-acre vacant parcel in the unincorporated community of Devore (see Figure 2-Regional Location and Figure 3-Site Vicinity). The property is within the Devore Planning Sub-Area of the Glen Helen Specific Plan. The Assessor's Parcel Number is 0349-182-11. Approximately 0.12 miles to the north is the Interstate 215 (I-215) intersection with Devore Road, and approximately 0.43 miles to the west is Interstate 15 (I-15). The property is currently vacant and surrounded by existing uses as shown in Table 1. The table also includes County land use designations and zoning districts.

Table 1: Existing Land Use and Land Use Category		
Area	Existing Land Use	Land Use Category, Land Use Zoning District
Site	Vacant	Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS)
North	Vacant lot and Devore Fire Station	Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS)
South	Utility Building for Frontier Cable and Truck Trailer Parking Facility	Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS)
East	Truck Trailer Parking Facility	Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS)
West	Vacant land and a bridge	Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS)

The nearest sensitive receptors to the Proposed Project are the residences on the north side of Interstate 215, south of Santa Fe Avenue, and east of Dement Street, approximately 0.25 miles to the north of the site.

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

The Project Site is located approximately 0.12 miles south of I-215 in the unincorporated Community of Devore in the County of San Bernardino. It lies at the southeast corner of Cajon

Road (Historic Route 66) and Glen Helen Highway (see Figure 4-Site Vicinity-USGS Devore Quadrangle). The 1.57-acre site is currently vacant, consisting of ruderal grassland. Power poles exist along the northern and western portions of the Project Site boundary. The Project Site is relatively flat and elevation ranges from approximately 1102 feet to 1109 feet. The Project Site occurs in the Land Use Category of Glen Helen Specific Plan-Commercial / Traveler Services (GH/SP-C/TS) and is within the Devore Planning Sub-Area (see Figure 5-General Plan Land Use and Site Zoning). This planning area is at the upper end of the Cajon Corridor Planning Sub-Area and adjacent to the community of Devore Heights. Direct freeway access, linkage to other key portions of the Specific Plan Area, configuration of the area and properties within it, and highly visible location make the planning sub-area a prime candidate as a commercial center reinforcing other uses in the vicinity<sup>1</sup>. Surrounding land uses are a vacant lot and Devore Fire Station to the north, a vacant lot and a bridge to the west, an existing utility building for Frontier cable and a truck trailer parking facility to the south, and an existing truck trailer parking facility to the east. The Proposed Project is within an allowable use within the Special Development (SD), Glen Helen Specific Plan–Commercial/Traveler Services as it would provide traveler services for passenger vehicles and trucks traveling the busy I-15 and I-215 corridors.

**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 Department-Environmental Health Services, and Public Works.

Regional: South Coast Air Quality Management District.

Local: None

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<sup>1</sup> Glen Helen Specific Plan, Revised June 2, 2017, page 2-3.

Proposed Glen Helen Truck & Auto Gas Station For:  
**Henry Oliver**  
18545 Cajon Blvd., San Bernardino, CA 92407

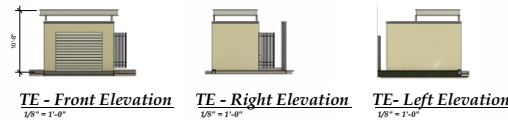


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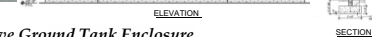
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Trash Enclosure Elevations



① Above Ground Tank Enclosure



**Project Information**

OWNER: HENRY OLIVER  
4370 HALLMARK PARKWAY, SUITE 101  
SAN BERNARDINO, CA 92407  
(951) 232-4378  
holiver@gas-cal.com

PROJECT ADDRESS: GLEN HELEN PKWY & CAJON BLVD.  
SAN BERNARDINO, CA 92410

ARCHITECT: ANDRESEN ARCHITECTURE, INC.  
17087 ORANGE WAY  
FONTANA, CA 92335  
(909) 355-6688  
DOUG ANDRESEN  
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CORONA, CA 92709  
(951) 275-4041  
SAM ANDERSON  
sam@saengineering.com

MECHANICAL/ELECTRICAL/PLUMBING: RPM ENGINEERING, INC.  
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SAN BERNARDINO, CA 92408  
(951) 450-1228

MAIN CONTACT: RAYMOND PYLEA, rpyla@rpm.com  
MECHANICAL CONTACT: LYDIA M. JAMES@rpm.com  
PLUMBING CONTACT: NARDO CASTRO, ncastro@rpm.com  
ELECTRICAL CONTACT: LAM NGUYEN, lamnguyen@rpm.com

LANDSCAPE ARCHITECT: LANDSCAPE DYNAMICS  
(951) 264-4839  
SARA DALL  
sara@dlandscape.com

SOILS ENGINEER: GEO-CAL, INC.  
4370 HALLMARK PARKWAY, SUITE 101  
SAN BERNARDINO, CA 92407  
(909) 385-1148  
TODD R. WYLAND  
twyland@geocal.com  
DATED JAN. 30, 2022

APR: BUREAU OF FIRE  
ZONING: GLEN HELEN SPECIFIC PLAN - COMMERCIAL / TRAVELER  
BUREAU OF FIRE (218)

OCCUPANCY: GROUP W / B  
CONSTRUCTION: TYPE 1A  
OWNER SHALL SUBMIT DETAIL PLANS AND HYDRAULIC CALCULATIONS TO THE FIRE AGENCY FOR APPROVAL. MINIMUM WATER SUPPLY SHALL BE ONE INCH WATER OBTAINABLE AT ALL TIMES. ANY OTHER INTERFERENCE WITH OPERATION SHALL NOT BE PERMITTED.

PROJECT DESCRIPTION: PROPOSED GAS STATION WITH (8) AUTO PUMPING STATIONS, (8) TRUCK PUMPING STATIONS WITH CANOPIES, A CONVENIENCE STORE AND A DRIVE-THRU RESTAURANT.

LOT AREA: 82,339 SQ. FT.  
VACATED ROAD: 8,180 SQ. FT.  
TOTAL LOT AREA: 90,519 SQ. FT.

BUILDING FOOTPRINT: 7,389 SQ. FT.  
NET LOT AREA: 81,899 SQ. FT. (91%)  
LANDSCAPE AREA: 18,822 SQ. FT. (21.7% > 15%)  
HARDSHIP AREA: 90,276 SQ. FT. (92.3%)  
LOT COVERAGE: (57,826 SF / 90,519 SF) 64.2% < 65% OK

BUILDING DATA:  
C-STORE: 1,848 SQ. FT.  
DRIVE-THRU RESTAURANT: 1,848 SQ. FT.  
TOTAL BUILDING DATA: 3,696 SQ. FT.

TRUCK GAS CANOPY: 1,975 SQ. FT.  
GAS CANOPY: 2,485 SQ. FT.

PARKING ANALYSIS:  
C-STORE + 1,848 SQ. FT. = 8 SPACES  
DRIVE-THRU + 1,848 SQ. FT. = 11 SPACES  
TOTAL PARKING SPACES REQUIRED: 19 SPACES  
TOTAL SPACES PROVIDED: 19 SPACES (INCLUDING 1 VAN ACCESSIBLE HANDICAP SPACE)

DESIGNATED PARKING FOR CLEAN AIR VEHICLES:  
NUMBER OF SPACES BASED ON 14 NEW PARKING SPACES  
COMBINATION OF LOW-EMITTING, FUEL EFFICIENT AND CARPOOL:  
REQUIRED: 1 SPACE  
EV CHARGING SPACES:  
REQUIRED: 1 SPACE  
PROVIDED: 1 EVCS  
PROVIDED: 1 EVCS

SHORT-TERM BICYCLE PARKING:  
REQUIRED: 15 PARKING SPACES + 5% + 1-BIKE CAPACITY RACK  
PROVIDED: 15 PARKING SPACES + 5% + 1-BIKE CAPACITY RACK  
LONG-TERM BICYCLE PARKING:  
REQUIRED: 15 PARKING SPACES + 5% + 1-BICYCLE  
PROVIDED: 15 PARKING SPACES + 5% + 1-BICYCLE (EXTERIOR LOCKER)

**Sequence of Drawings - DR**

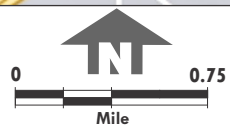
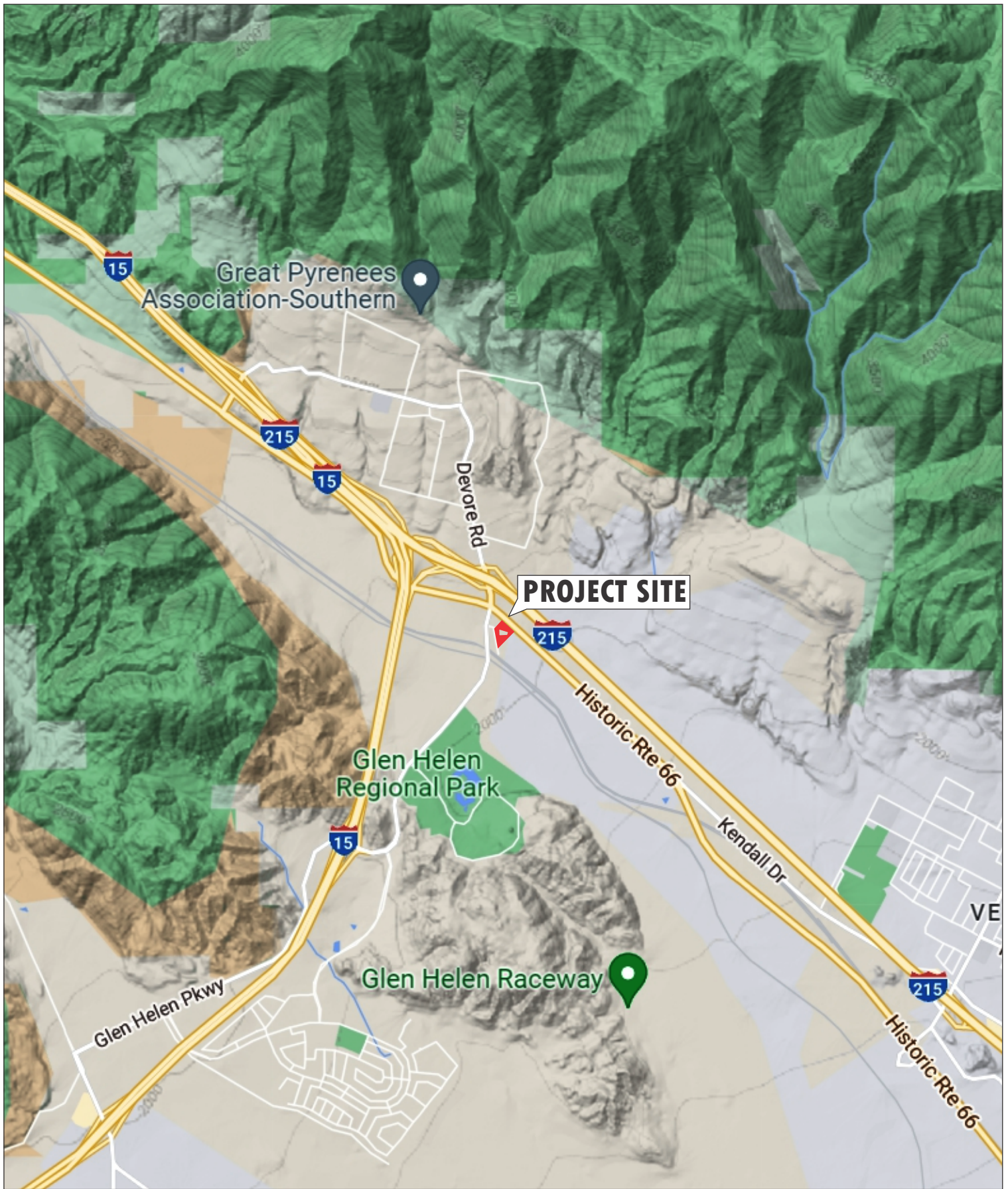
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PL-3	Site Plan
PL-4	Site Plan
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PL-100	Site Plan

Proposed Glen Helen Truck & Auto Gas Station For:  
**Henry Oliver**  
18545 Cajon Blvd., San Bernardino, CA 92407  
29 April 2025  
22-4398

**Site Plan**

**PL-1**





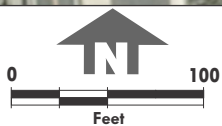
LILBURN  
CORPORATION

## REGIONAL LOCATION

Devore Gas Station  
County of San Bernardino, California

FIGURE 2





**LILBURN**  
CORPORATION

## **SITE VICINITY-AERIAL**

**Devore Gas Station**  
County of San Bernardino, California

**FIGURE 3**

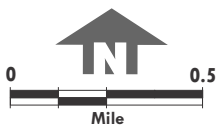




## SITE VICINITY-USGS DEVORE QUADRANGLE

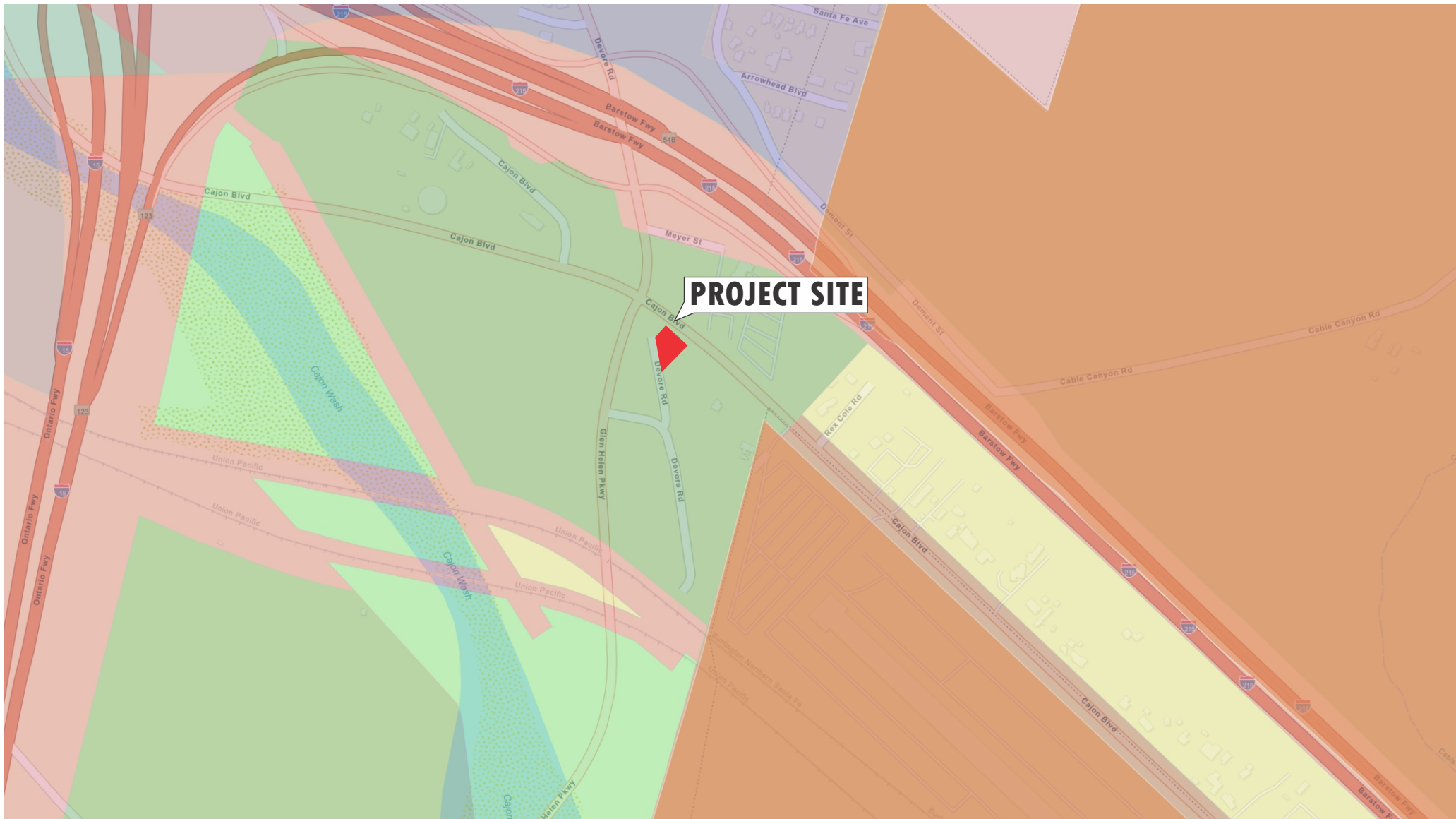
Devore Gas Station  
County of San Bernardino, California

FIGURE 4









LILBURN  
CORPORATION





## ZONING LEGEND

	GH/SP-FC		CITY OF SAN BERNARDINO
	GH/SP-C/TS		GH/SP-CI
	GH/SP-E/RR		RS-1

## GENERAL PLAN LAND USE AND SITE ZONING

Devore Gas Station  
County of San Bernardino, California

FIGURE 5

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

On June 28, 2024, the County of San Bernardino mailed notification pursuant to AB52 to the following tribes: Twenty-Nine Palms Band of Mission Indians, Soboba Band of Luiseno Indians, San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, and Gabrieleno Band of Mission Indians-Kizh Nation, and Yuhaaviatam of San Manuel Nation. Requests for consultations were due to the County by July 29, 2024. The table below shows a summary of comments and responses.

**AB 52 Consultation**

<b>Tribe</b>	<b>Comment Letter Sent</b>	<b>Summary of Response</b>	<b>Conclusion</b>
Twenty-Nine Palms Band of Mission Indians	June 28, 2024	No response	Consultation not Requested
Soboba Band of Luiseno Indians	June 28, 2024	No response	Consultation not Requested
San Gabriel Band of Mission Indians	June 28, 2024	No response	Consultation not Requested
Morongo Band of Mission Indians	June 28, 2024	No response	Consultation not Requested
Gabrieleno Band of Mission Indians-Kizh Nation	June 28, 2024	No response	Consultation not Requested
Yuhaaviatam of San Manuel Nation	June 24, 2025	There is potential to encounter Tribal Cultural Resources in the project area; consultation took place via email and concluded June 26, 2025.	Mitigation and monitoring measures have been provided and incorporated herein

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

## **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).

Initial Study - PROJ-2022-00213  
Devore Gas Station  
APN 0349-182-11  
July 2025

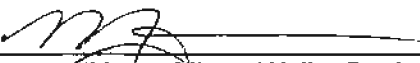
**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

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

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

  
Signature: (Maryn Mineo-Wells, Senior Planner)

  
Signature: (Planning Manager)

7/30/2025

Date

Date



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

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

**San Bernardino Countywide Plan, approved October 27, 2020, adopted November 27, 2020; San Bernardino Countywide Plan Draft EIR; San Bernardino County Development Code**

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

The Project Site is located within the unincorporated community of Devore, San Bernardino County. It is surrounded by a vacant lot and Devore Fire station to the north, a vacant lot and a bridge to the west, an existing utility building for Frontier cable and a truck trailer parking facility to the south, and an existing truck trailer parking facility to the east. The Countywide Plan (adopted November 27, 2020) does not identify a scenic vista within the vicinity of the Project Site.<sup>2</sup> The Project Site has a land use category of Special Development (SD), Glen Helen Specific Plan–Commercial/Traveler Services

<sup>2</sup> San Bernardino Countywide Plan. Adopted November 27, 2020  
<https://www.arcgis.com/apps/webappviewer/index.html?id=01c32a4480954deba20af965275b81e7>  
Accessed July 11, 2022.

(GH/SP-C/TS). The Proposed Project is an allowable use with approval of a Minor Use Permit (MUP). The Proposed Project's canopies for the passenger vehicle fueling pumps and the truck fueling area are both at the maximum height of 22 feet, within the limit of 35 feet, as is allowed within the GH/SP-C/TS Zone.<sup>3</sup> Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

The Project Site is located at the southeast corner of Cajon Road (Historic Route 66) and less than ½-mile of both I-15 and I-215; none of these state highways are designated a State scenic route or County Scenic Route.<sup>4</sup> The closest Scenic Highway is Route 138, located approximately seven miles north of the Project Site, beyond the ridgeline of the mountains. The Proposed Project would be required to maintain the maximum height limit of 35 feet, as is allowed within the GH/SP-C/TS Zone. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

Under the GH/SP-C/TS Zone, structures of the Proposed Project cannot exceed 35 feet. Compliance with this height limit would minimize potential obstruction of views of the surrounding mountains and other public views. Moreover, the Project Site is currently vacant and dominated by ruderal grassland. The Project Applicant would be required to provide a minimum landscape area of 15% of the lot area<sup>5</sup>, which provides for the Project Site to be more aesthetically pleasing (see Figure 6-Landscape Plan). A majority of the landscaped surface has been designed to screen the convenience store with attached drive-thru restaurant and the passenger vehicle fueling area on the north, and the south and west sides of the property. Development of the Proposed Project would remain consistent with the GH/SP-C/TS zoning development standards. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

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

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<sup>3</sup>San Bernardino County. Glen Helen Specific Plan. <http://www.sbcounty.gov/uploads/lus/specificplans/ghsp.pdf>  
Accessed July 11, 2022

<sup>4</sup> San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.1-1. Accessed July 11, 2022.

<sup>5</sup> San Bernardino County. Glen Helen Specific Plan. <http://www.sbcounty.gov/uploads/lus/specificplans/ghsp.pdf>

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

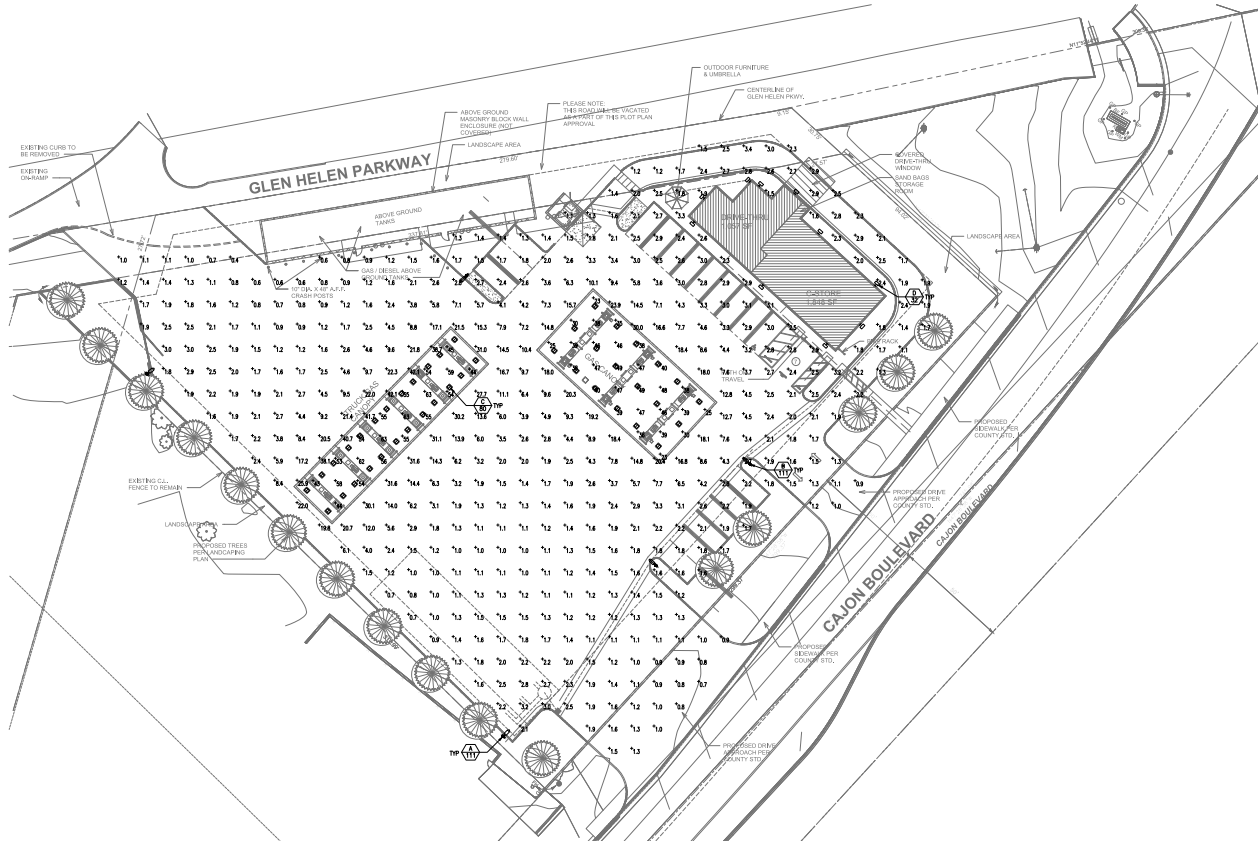
The nearest sensitive receptors to the Project Site are the residences in the neighborhood to the north, across Interstate 215. According to the San Bernardino County Development Code, Section 83.07.030(a) Glare and Outdoor Lighting, outdoor lighting must be fully shielded to preclude light pollution or light trespass on an abutting residential land use zoning district, a residential parcel or public right-of-way. Currently, there are streetlights along Glen Helen Parkway adjacent to the Project Site. The Proposed Project would be designed to adhere to the County lighting standards (see Figure 7-Photometric Plan), and a demonstration of compliance would be required prior to issuance of a building permit. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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



Statistics						
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Site	+	4.7 fo	42.1 fo	0.4 fo	105.3:1	11.8
Track Gas Canopy	+	54 fo	63 fo	43 fo	1.5:1	1.3
Gas Canopy	+	39 fo	49 fo	23 fo	2.1:1	1.7



**SITE LIGHTING PHOTOMETRIC STUDY**  
SCALE: 1"=20'-0"

[illegible]

**RPM**  
Systems, Inc.  
2000 W. 10th Ave.  
Tulsa, OK 74106  
Tel: 918-437-2222  
Fax: 918-437-1254  
Contact: Mario Castro  
e-mail: [marioc@rpmse.com](mailto:marioc@rpmse.com)

Proposed Glen Helen Gas Station For:  
**Henry Oliver**  
Glen Helen Pkwy & Cajon Blvd., San Bernardino, CA 92410



## SITE LIGHTING PHOTOMETRIC STUDY

E-1

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

- 
- a) *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*

The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Other Land" in its California Important Farmland Finder.<sup>6</sup> "Other Land" is defined as land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land. The Proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site is not under or adjacent to any lands under a Williamson Contract.<sup>7</sup> The parcel has a current zoning of Valley Corridor – Commercial (GH/SP-C/TS). With the approval of the CUP, the Proposed Project would be consistent with the Countywide Plan and would not conflict with existing zoning for agricultural uses or a Williamson Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

- c) *Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?*

The Project Site is currently zoned Glen Helen Specific Plan-Commercial/Traveler (GH/SP-C/TS). 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.

**No Impact**

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<sup>6</sup> <https://maps.conservation.ca.gov/DLRP/CIFF/>. Accessed July 11, 2022

<sup>7</sup> San Bernardino County. San Bernardino Countywide Plan Draft EIR. Figure 5.2-1 "Agricultural Resources." Accessed May 16, 2022.

<sup>8</sup> <https://www.arcgis.com/apps/webappviewer/index.html?id=fcb9bc427d2a4c5a981f97547a0e3688>. Accessed May 16, 2022.



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

The Project Site is currently vacant and does not support forest land. The Project Site is a vacant parcel and currently supports a ruderal plant habitat encompassing mainly native plants and some non-native grasses. The Project Site has been previously graded and hosts a variety of grass and shrub vegetation. The Countywide Plan does not designate any timberland within the Valley Region. 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 are anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site is currently zoned Glen Helen Specific Plan-Commercial / Traveler (GH/SP-C/TS). The Countywide Plan does not designate any timberland within the Valley Region. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Other Land" in its California Important Farmland Finder. The Project Site is a vacant parcel and currently supports a ruderal plant habitat encompassing mainly native plants and some non-native grasses. The Project Site has been previously graded and hosts a variety of grass and shrub vegetation. The Proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. 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. Surrounding land uses include vacant land and other uses as shown in Table 1. All Proposed Project impacts would occur within the property boundaries. No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

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

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

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

**Countywide Plan; CalEEMod Output 2022 (Appendix A); SCAQMD Health Risk Tool (Appendix A-1)**

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

The Project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). To reduce emissions, the SCAQMD adopted the 2022 Air Quality Management Plan (2022 AQMP), which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state and federal air quality standards. The AQMP is a regional and multiagency effort including the SCAQMD, California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA).

The 2022 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (2024-2050 RTP/SCS), updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. Criteria for determining consistency with the AQMP are defined by the following indicators.

A project is inconsistent with the AQMP if: (1) it does not comply with the approved general plan; or (2) it uses a disproportionately large portion of the forecast growth increment (change population or employment levels). The County of San Bernardino currently designates the Project Site as Special Development (SD) under which the Proposed Project is an allowable use.

Additionally, large population or employment increases could affect transportation control strategies, which are among the most important in the air quality plan, since transportation is a major contributor to particulates and ozone for which the SCAB is not in attainment. Because the Proposed Project does not include activities that would substantially change population or employment levels within the air basin, the Proposed Project would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

Construction and operational emissions were screened using CalEEMod version 2022 (Appendix A). The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of the analyzed pollutants, ROG and NO<sub>x</sub>, are ozone precursors. Both summer and winter season emission levels were estimated.

The Project Site occurs in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2022 AQMP) was adopted by the SCAQMD on December 2, 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

### **Construction Emissions**

Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site preparation, grading (fine and mass grading), building construction, paving, and architectural coating. Construction emissions were modeled with an anticipated beginning date in early 2024 and an estimated completion date in early 2025 and be completed in 2026 operational year. The resulting emissions generated by construction of the Proposed Project are shown in Table 2 and Table 3, which represent summer and winter construction emissions, respectively.

**Table 2**  
**CalEEMod2022**  
**Maximum Summer Construction Emissions**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2025	1.0	9.0	10.1	0.0	0.3	0.3
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Summer Emissions.

Phases do not overlap and represent the highest concentration.

**Table 3**  
**CalEEMod 2022**  
**Maximum Winter Construction Emissions**  
**(Pounds per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2025	4.4	14.1	15.8	0.0	3.5	2.0
SCAQMD Threshold	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Winter Emissions.

Phases do not overlap and represent the highest concentration.

#### Compliance with SCAQMD Rules 402 and 403

Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub> and PM<sub>2.5</sub>).

The Project Proponent would be required to comply with Rules 402 nuisance, and 403 fugitive dust, which require the implementation of Best Available Control Measures (BACMs) for each fugitive dust source, and the AQMP, which identifies Best Available Control Technologies (BACTs) for area sources and point sources. The BACMs and BACTs would include, but not be limited to the following:

1. The Project Proponent shall ensure that any portion of the site to be graded shall be pre-watered prior to the onset of grading activities.
  - (a) The Project Proponent shall ensure that watering of the site or other soil stabilization method shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly (2x daily) to ensure that a crust is formed on the ground surface and shall be watered at the end of each workday.
  - (b) The Project Proponent shall ensure that all disturbed areas are treated to prevent erosion until the site is constructed upon.

- (c) The Project Proponent shall ensure that landscaped areas are installed as soon as possible to reduce the potential for wind erosion.
- (d) The Project Proponent shall ensure that all grading activities are suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

During construction, exhaust emissions from construction vehicles and equipment and fugitive dust generated by equipment traveling over exposed surfaces would increase NO<sub>x</sub> and PM<sub>10</sub> levels in the area. Although the Proposed Project does not exceed SCAQMD thresholds during construction, the Applicant/Contractor would be required to implement the following conditions as required by SCAQMD:

- 2. To reduce emissions, all equipment used in grading and construction must be tuned and maintained to the manufacturer's specification to maximize efficient burning of vehicle fuel.
- 3. The Project Proponent shall ensure that existing power sources are utilized where feasible via temporary power poles to avoid on-site power generation during construction.
- 4. The Project Proponent shall ensure that construction personnel are informed of ride sharing and transit opportunities.
- 5. All buildings on the Project Site shall conform to energy use guidelines in Title 24 of the California Administrative Code.
- 6. The operator shall maintain and effectively utilize and schedule on-site equipment in order to minimize exhaust emissions from truck idling.
- 7. The operator shall comply with all existing and future California Air Resources Board (CARB) and SCAQMD regulations related to diesel-fueled trucks, which may include among others: (1) meeting more stringent emission standards; (2) retrofitting existing engines with particulate traps; (3) use of low sulfur fuel; and (4) use of alternative fuels or equipment.

#### Operational Emissions

The operational mobile source emissions were calculated using the Traffic Analysis prepared by Ganddini Group, Inc (see Appendix I). The Traffic Analysis (TA) determined that the Proposed Project would generate approximately 3,045 daily vehicle trips with a mixture of light-duty vehicles and trucks. Emissions associated with the Proposed Project's estimated total daily trips were modeled using a modified fleet mix that is more representative of the Proposed Project's actual uses, based on data obtained from similar operations. Operational emissions are listed in Table 4 and Table 5, which represent summer and winter operational emissions, respectively.

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

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile	6.3	49.0	102	0.5	32.1	8.7
Area	0.1	0.0	0.1	0.0	0.0	0.0
Energy	0.0	0.0	0.0	0.0	0.0	0.0
<b>Totals (lbs./day)</b>	<b>6.4</b>	<b>49.0</b>	<b>102.1</b>	<b>0.5</b>	<b>32.1</b>	<b>8.7</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Summer Emissions.  
Emissions represent the daily maximum emissions.

**Table 5**  
**Winter Operational Emissions Summary**  
(Pounds per Day)

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Mobile	5.9	51.3	85.8	0.5	32.1	8.7
Area	0.0	--	--	--	--	--
Energy	0.0	0.0	0.0	0.0	0.0	0.0
<b>Totals (lbs./day)</b>	<b>5.9</b>	<b>51.3</b>	<b>85.8</b>	<b>0.5</b>	<b>32.1</b>	<b>8.7</b>
SCAQMD Threshold	55	55	550	150	150	55
<b>Significance</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod.2022 Winter Emissions.  
Emissions represent the daily maximum emissions.

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. Therefore, no significant operational nor cumulative adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

Sensitive receptors include residential land uses, schools, day care centers, and other places where people reside, including prisons. The nearest sensitive receptors are located more than 25 meters from the Proposed Project. However, a SCAQMD Health Risk Tool - V1.103 screening (Appendix A-1) was assessed based on the gasoline service station use.

Emissions resulting from gasoline service station operations may include toxic air contaminants (TACs) (e.g., benzene, hexane, MTBE, toluene, xylene) and have the potential to contribute to health risk in the Project vicinity. Standard regulatory controls such as the SCAQMD's Rule 461 (Gasoline Transfer and Dispensing) would apply to the Project in addition to any permits required that demonstrate appropriate operational controls. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase I EVR has an average efficiency of 98 percent and Phase II EVR

has an average efficiency of 95.1 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. Prior to issuance of a Permit to Operate, each individual gasoline dispensing station is required to obtain permits from SCAQMD which identify the maximum annual throughput allowed based on specific fuel storage and dispensing equipment that is proposed by the operator.

The analysis reflects a maximum annual throughput of an estimated 1,000,000 gallons. However, ultimate fuel throughput allowances/requirements would be established by SCAQMD through the fueling station permitting processes. For purposes of this evaluation, cancer risk estimates have been made consistent with the methodology presented in SCAQMD's Risk Assessment Procedures for Rules 1401 & 212 which provide screening-level risk estimates for gasoline dispensing operations. The Project site is located within Source Receptor Area (SRA) 32.

Based on the established SCAQMD procedure outlined in the SCAQMD Permit Application Package "N" it is estimated that the maximum risk attributable to the gasoline dispensing would be 3.306 in one million for the nearest sensitive receptor and the maximum risk to workers would be 0.273 in one million both of which are below the threshold of 10 in one million. SCAQMD Permit Application Package "N" identifies the potential risk per one million gallons of gasoline dispensed at the defined downwind distances. The further the distance from the source the lower the risk. Results of a linear regression risk estimate with distances of 25 and 50 meters from the source are shown in Table 6.

**Table 6**  
**Linear Regression Risk Estimate**

Residential	
Distance	Risk (in one million)
25 meters	3.306
50 meters	1.254
Worker	
25 meters	0.273
50 meters	0.103

Source: Risk Tool V1.103

As shown in Table 6, no sensitive receptors in the Project vicinity would be exposed to a cancer risk of greater than 10 in one million. The maximum risk estimate for any sensitive land use in the vicinity of the Project would be 3.306 in one million. The Project gas station operations would therefore not generate emissions that would cause or result in an exceedance of the applicable SCAQMD cancer threshold of 10 in one million. Therefore, the Project would not have a significant impact with respect to health risks from the gasoline dispensing stations. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

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



The Proposed Project includes the development of a gas station facility with a 1,057 SF drive-thru restaurant connected to the 1,848 SF-convenience store. The nearest sensitive receptors to the Project Site are the residences in the neighborhood to the north, across Interstate 215. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid waste associated with the Proposed Project's long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. Potential sources that may emit odors during the on-going operations of the Proposed Project would include short-term odor emissions from the intermittent delivery truck emissions, car and truck idling, food preparation and trash storage areas. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of San Bernardino solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances related to odors. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

#### Less Than Significant Impact

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
<b>IV. BIOLOGICAL RESOURCES - Would the project:</b>				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

limited to, marsh, vernal pool, coastal, etc.)  
through direct removal, filling, hydrological  
interruption, or other means?

- |    |   |                          |                          |                                     |                                     |
|----|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) | Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) | Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) | Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

**Countywide Plan; General Biological Assessment, RCA, Inc, July 11, 2022 (Appendix 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?

A General Biological Resources Assessment (BRA), dated July 11, 2022, was prepared for the Proposed Project by RCA Associates, Inc. (RCA) (Appendix B) and is available for review at County offices. RCA completed a data search for information on common and protected plants and wildlife species known occurrences within the vicinity of the Project Site. The review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local government agencies and interest groups. RCA used the data to focus their survey efforts in the field.

**Federal and State Listed Species:**

There are seven Federal and/or State listed species which have been documented in the Devore quadrangle. Of these seven listed species, only three of the seven species have the possibility to occur on site due to the disturbed nature of the property. The three species include:

**California Glossy Snake:** The California glossy snake is a medium sized snake characterized by its glossy scales, faded appearance and short tail. The snake prefers

a grassland habitat; however, it is the opinion of RCA Associates Inc. that the snake will not inhabit the site in the future due to the size of the property and its last known occurrence within the quad over six years ago (CNDDDB 2022). No California glossy snakes were observed during the field survey.

**San Bernardino Kangaroo Rat:** The San Bernardino Kangaroo Rat is a large headed rodent with large hind feet. The Kangaroo Rat prefers a scrub habitat near alluvial fans or dried riverbeds that contain loamy sand. Although site does not contain habitat for the San Bernardino Kangaroo Rat it is mentioned here due to it being a species of interest within the region. While suitable habitat occurs offsite within the sandy washes located just west of the property, San Bernardino Kangaroo rats are not expected to inhabit the site due to developments and roadways discouraging entry. The two closest occurrences within the Devore quad are 400 yards to the SW within the Cajon Canyon wash and 800 yards to the NE within vacant land across the 215 Freeway (CNDDDB 2022). No San Bernardino kangaroo rats were seen on the June 2022 field survey.

**Least Bell's vireo:** The Least Bell's vireo are grayish above, whitish below, with faint pale "spectacles" around the eyes and pale wingbars. Least Bell's vireos winter in southern Baja California, Mexico, where they occupy a variety of habitats, including mesquite scrub within arroyos, palm groves, and hedgerows bordering agricultural and residential areas. The last known occurrence within the Devore quad for the bird was reported in 2007 (CNDDDB 2022). The Project Site supports minimal suitable habitat for the species; none were observed during the June 2022 field surveys.

***Species of Special Concern:***

There are nine wildlife species of special concern which have been documented in the Devore quadrangle. Of these nine listed species, only four of the species have the possibility to occur on site due to the habitat located on the property. The four species include:

**Burrowing Owl:** The site is located within documented burrowing owl habitat according to CNDDDB (2022). No owls were seen on the property during the survey, and minimal suitable habitat was observed. Burrowing owls are not expected to occur on the site due to lack of suitable vegetation and burrows.

**Coast Horned Lizard:** The Coast horned lizard is a small but wide flattened lizard that has spiked scales on its rounded body. It frequents a wide variety of different habitats but prefers lowlands along sandy washes with scattered low bushes. The site does contain minimal suitable habitat for the species and its last known occurrence within the quad was over 13 years ago. The Coast horned lizard was not observed during the June 2022 field surveys.

**Bells sage sparrow:** The Bells sage sparrow is an avian species that nests in chaparral dominated by fairly dense stands of chamise. The Project Site does not contain prime habitat for the avian species due to lack of suitable vegetation. The last known occurrence within the Devore quad was in 1997 and there were none observed during the June 2022 field investigations.

**Los Angeles Pocket Mouse:** The Los Angeles pocket mouse is a small brown rodent with a grizzly pattern that inhabits lowland grasslands. Although the site contains minimal suitable habitat for the pocket mouse, there has been no reported occurrence in the Devore quad (CNDDB 2022). No Los Angeles pocket mouse were seen on or in the surrounding area of the property.

The plant community on site is a ruderal plant habitat encompassing mainly native plants and some non-native grasses. The site has been previously graded and hosts a variety of vegetation including California sagebrush (*Artemisia californica*), California croton (*Croton californicus*), brittlebrush (*Encelia farinosa*), asian mustard (*Brassica tournefortii*), shortpod mustard (*Hirschfeldia incana*), purple three awn (*Aristida purpurea*) and cheatgrass (*Bromus tectorum*).

Although no amphibians were observed on site, the reptile *Uta stansburiana* (common side blotched lizard) was observed. Mammals that were observed on site include California Ground squirrel (*Otospermophilus beecheyi*). Coyote (*Canis latrans*) scat and tracks were observed during the field investigations and the species is expected to traverse the site during hunting activities. Other wildlife species that may occur on site include brush rabbit (*Sylvilagus bachmani*) and cottontail rabbit (*Sylvilagus*) may also occur on the site given their wide-spread distribution in the region.

All sensitive species were considered as potentially present on the Project Site if their known geographical distribution encompassed all or part of the Project Site or if their distribution was near the site and its general habitat requirements were present. There is no habitat for sensitive plants, fish, amphibians, reptiles, mammals or insects that were listed as potentially present in the vicinity of the Project Site.

Impacts to foraging habitat for sensitive but not formally listed species is generally not addressed except when foraging areas include or are adjacent to nesting sites. Therefore, loss of foraging habitat on this property would not be deemed significant.

The Project Site is located within a Countywide Plan mapped area of the “Biological Resource Overlay” and identified as containing suitable burrowing owl (*Athene cunicularia hypogea*) habitat. This species prefers large flat open areas for nesting and hunting. They live in burrows constructed by other ground-dwelling species in grassy or sparse shrubby habitat. However, the Project Site does not have any potentially suitable soils and plant cover for burrowing owl, due to the heavily impacted soils and the fact that this location is within an urbanized area. The Project Site is subject to disturbance from nearby development and people and is located in a somewhat developed area. As a result, there is no burrowing owl habitat on site.

As a group, raptors are of concern to state and federal agencies. Raptors and all migratory bird species, whether listed or not, receive protection under the Migratory Bird Treaty Act (MBTA) of 1918.<sup>9</sup> The MBTA prohibits individuals to kill, take, possess or sell any migratory bird and bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Department (16 U. S. Code 703).<sup>10</sup>

<sup>9</sup> <https://www.fws.gov/birds/policies-and-regulations/laws-legislations/migratory-bird-treaty-act.php>

<sup>10</sup> <https://www.fws.gov/le/USStatutes/MBTA.pdf>

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended.<sup>11</sup> State protection is extended to all birds of prey by the California Fish and Game Code, Section 2503.5.<sup>12</sup> No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

At the time of the survey, there was minimal suitable nesting habitat on and around the property for nesting birds. Mitigation Measure BIO-1 is recommended to reduce potential impacts to nesting birds to less than significant.

**Mitigation Measure BIO-1:** Pre-construction surveys for burrowing owls and nesting birds protected under the Migratory Bird Treaty Act and Section 3503 of the California Fish and Wildlife Code shall be conducted prior to the commencement of Project-related ground disturbance.

- a. Appropriate survey methods and timeframes shall be established, to ensure that chances of detecting the target species are maximized. If nesting birds are detected, avoidance measures shall be implemented to ensure that nests are not disturbed until after young have fledged.
- b. Pre-construction surveys shall encompass all areas within the potential footprint of disturbance for the project, as well as a reasonable buffer around these areas. Focused plant surveys for all special status plant species that have the potential to occur on the site may be considered during the blooming season (April - June) (if warranted by CDFW) to determine the potential environmental effects of the proposed projects on special status plants and sensitive natural communities following recommended protocols by the Department of Fish and Wildlife.

If any sensitive species are observed on the property during future activities, CDFW and USFWS (as applicable) should be contacted to discuss specific mitigation measures which may be required for the individual species. CDFW and USFWS are the only agencies which can grant authorization for the "take" of any sensitive species and can approve the implementation of any applicable mitigation measures.

With implementation of Mitigation Measures BIO-1, the Proposed Project would not have any substantial adverse effects on any species identified as a candidate, sensitive or special status species and potential impacts would be reduced to a less than significant levels with mitigation incorporated.

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

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

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<sup>11</sup> <https://www.fws.gov/le/USStatutes/MBTA.pdf>

<sup>12</sup> <https://www.fws.gov/le/USStatutes/BEPA.pdf>

The plant community on site is a ruderal plant habitat encompassing mainly native plants and some non-native grasses. The site has been previously graded and hosts a variety of vegetation including California sagebrush (*Artemisia californica*), California croton (*Croton californicus*), brittlebrush (*Encelia farinosa*), asian mustard (*Brassica tournefortii*), shortpod mustard (*Hirschfeldia incana*), purple three awn (*Aristida purpurea*) and cheatgrass (*Bromus tectorum*). The estimated loss of 1.57-acres of a relatively disturbed grassland habitat is not expected to have a significant cumulative impact on the overall biological resources in the region given the presence of similar habitat throughout the surrounding area. No sensitive habitats (e.g., wetlands, vernal pools, critical habitats for sensitive species, etc.) were observed on the site during the field investigations. RCA Associates determined that no further surveys for sensitive natural community identified in local or regional plans, policies, and regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service are required. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Three key agencies regulate activities within inland streams, wetlands, and riparian areas in California. The U.S. Army Corps of Engineers (ACOE) Regulatory Branch regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The California Department of Fish and Wildlife (CDFW), through provisions of State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean Water Act regulations. The Board has authority to issue a 401 permit that allows the use of a 404 permit in the state.

Based on the site visit, the Project Site does not contain any riparian habitat, nor exhibit characteristics of other sensitive habitats. Therefore, the Proposed Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW<sup>13</sup>. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **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*

The ACOE regulates discharge of dredge or fill materials into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. CDFW regulates wetland areas only if those wetlands are part of a river,

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<sup>13</sup> <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=24624&inline>

stream or lake as defined by CDFW. The Project Site does not have any drainages or areas that support wetlands, as stated in the BRA. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

#### **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?*

Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. Habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors are similar to linkages but provide specific opportunities for animals to disperse or migrate between areas. The Project Site is surrounded by a vacant lot and Devore Fire Station to the north, a vacant lot and a bridge to the west, an existing utility building for Frontier cable and a truck trailer parking facility to the south, and an existing truck trailer parking facility to the east.

The foothill areas of the San Gabriel and San Bernardino Mountains and associated washes are considered habitat linkage and wildlife corridors in the Valley Region of the County.<sup>14</sup> The Project Site is located within a relatively developed area nearby the foothills and associated wash.<sup>15</sup> Additionally, there was no distinct corridor was identified on the site or in the immediate area. Therefore, the Project Site would not be suitable as a native resident or migratory wildlife corridor or for facilitating the movement of any native resident or migratory wildlife species. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

The Project Site is currently vacant and undeveloped. San Bernardino County regulates the removal of trees and plants as specified under Municipal Code Chapter 88.01. The provisions in this Chapter apply to the removal or relocation of regulated trees or plants and to any encroachment (for example, grading) within the protected zone of a regulated tree or plant on all private land within the unincorporated areas of the County and on public lands owned by the County, unless otherwise specified. There are no prominent biological features occurring on or near the Project Site. The plant community on site is ruderal grassland. Additionally, there are no trees onsite. The Proposed Project would therefore be in compliance with the County Municipal Code. Implementation of Project

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<sup>14</sup> San Bernardino Countywide Plan Draft EIR. Biological Resources.

<sup>15</sup><https://www.arcgis.com/apps/webappviewer/index.html?id=5595acba44fd4509830282e4417f7c9e>  
Accessed July 11, 2022.



would have a less than significant impact on local policies or ordinances protecting biological resources.

**Less Than Significant Impact**

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

The Project Site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as identified in the California Department of Fish and Wildlife's California Natural Community Conservation Plans Map (April 2019).<sup>16</sup> No impacts are identified or are anticipated, and no mitigation measures are required.

**No Impact**

**Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.**

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<sup>16</sup> <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>. Accessed July 11, 2022.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>SUBSTANTIATION:</b> (Check if the project is located in the Cultural <input type="checkbox"/> or Paleontologic <input checked="" type="checkbox"/> Resources overlays or cite results of cultural resource review):				
<b>Cultural Resources Study for the Glen Helen and Cajon Gas Station Project, San Bernardino County, California, Brian F. Smith and Associates, Inc., July 18, 2022 (Appendix C)</b>				

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

A Cultural Resources Study for the Glen Helen and Cajon Gas Station Project, dated July 18, 2022, was prepared for the Proposed Project by Brian F. Smith & Associates (BFSA) (Appendix C) and is available for review at County offices. The purpose of the assessment was to identify and document any cultural resources that may potentially occur within the Project Site. The investigation was completed for compliance with the California Environmental Quality Act (CEQA), as amended, the San Bernardino County policies and guidelines, and the City of San Bernardino policies and guidelines. Historic land use data was compiled by BFSA through research conducted at the Bureau of Land Management General Land Office records (on-line); the San Bernardino County Archives, the San Bernardino County Assessor's Office and Recorder's offices, the San Bernardino County Surveyor's Office, and local historic data from the BFSA in-house library.

BFSA reviewed historic maps and aerial photographs. These sources confirmed the property was in agricultural use from the 1930's to 1980's. A residence was visible as late as 1943 but was removed between 1969 and 1980. According to the aerial photographs, what appears to be a small structure, or foundation, is located within the southeast corner of the subject property by 1953. Other than that, the subject property appears to remain vacant. As indicated in Section 1.3 of Appendix C, the subject property is located within the grounds of the original Devore School. The 1930 aerial photograph (see Appendix C, Figure 1.3-5) depicts a dirt path leading from Devore

Road, through the subject property, to the Devore School. As further noted in Appendix C, an apartment building-turned-commercial structure was constructed between 1968 and 1980 adjacent to the southeast boundary of the property. Between 1995 and 2002, the subject property appeared to have been cleared or graded. The subject property has also been impacted by the improvements made in the early to mid-twentieth century to Cajon Boulevard (Historic Route 66), which bounds the property to the north and east, and Devore Road that bounds the property to the west.

On June 24, 2022, a field survey was conducted, utilizing an intense reconnaissance consisting of a series of transects across the Project. All areas of the property were accessible and subjected to visual examination. The entire property was accessible, and visibility was very good, with 75 percent of the ground surface visible at the time of the survey. Vegetation consisted of inland sage scrub, Yerba Santa, sunflowers, and non-native grasses and weeds were observed throughout the project area.

BFSA found that the Project Site yielded physical evidence of one concrete foundation (Temp-1) located within the south corner of the property. The concrete foundation is first visible on the 1953 aerial photograph but is not depicted on any USGS topographic maps. Archival research indicated that the subject property is situated on the grounds of the Devore School, which was built in 1870 and demolished in the 1950s. According to the aerial photographs, it does not appear that Temp-1 is associated with the Devore School, as the foundation appears to post-date the school's construction. The apartment building-turned-commercial structure that was built between 1968 and 1980 adjacent to the southeast boundary of the property does not appear to be associated with Temp-1 because it post-dates the foundation as well. The survey did not result in the identification of any prehistoric cultural resources within the project. Additionally, property records held online by the San Bernardino County Property Information Management Systems were only available for the subject parcel beginning in 2016 and did not shed additional light on the use or ownership of the property.

Although aerial photographs indicate that the property has been vacant since as early as 1930, the recorded foundation is visible on the 1953 aerial photograph. Additionally, archival research indicates that the subject property is located within an area of high probability for the potential to discover buried historic and prehistoric cultural resources. Therefore, it is recommended that all earthwork required to develop the property be monitored by a qualified archaeologist and a Native American representative.

#### **Mitigation Measure CUL-1:**

A qualified archaeologist shall be on-call during ground-disturbing activities. In the event of an archaeological discovery, either historic or prehistoric, the archaeologist shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to, digging, trenching, excavating, or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources. If the discovered resource is associated with the prehistoric Native American occupation of this area, a Native American representative from a local tribe shall be contacted to review and participate in the evolution of the discovered resource. The qualified archaeologist shall notify the County of the discovery.

If the resource is significant, the qualified archaeologist shall submit an Archaeological Data Recovery Program (ADRP) to the County to review and approve. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery would be allowed to resume. If the resource is not significant, the archaeologist shall submit a letter to the County indicating that artifacts would be collected, curated, and documented in the final monitoring report. The letter shall also indicate that no further work is required.

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

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

An archaeological records search was completed at the California State University, Fullerton, South Central Coastal Information Center (June 30, 2022). The research confirmed 35 previously recorded resources within a half-mile radius of the Project Site, none of which are located within the project's boundaries. Additionally, the records search results also indicated that a total of 13 cultural resource studies have been conducted within one-half mile of the Project, none of which include the subject property.

The Project Site yielded no physical evidence of prehistoric archaeological resources, historic archaeological resources, built environments (standing structures), or ethnic resources. However, if there remains a possibility of historical or prehistoric archaeological resources to be uncovered during the course of grading. With implementation of Mitigation Measure CR-1, the Proposed Project would not have a significant impact on cultural resources.

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

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

Field surveys conducted as part of the Cultural Resource Investigation did not encounter any evidence of human remains. The Project Site is not located on or near a known cemetery. However, construction activities, particularly grading, could potentially disturb human remains interred outside of a formal cemetery. To ensure adequate and compliant management of any buried remains that may be identified during project development, the following mitigation measure is required as a condition of project approval to reduce any potential impacts to a less than significant level.

With implementation of Mitigation Measure CUL-2, the Proposed Project would not have a significant impact on human remains.

#### **Mitigation Measure CUL-2:**

If evidence of human remains is identified, the County Coroner would be contacted immediately and permitted to inspect the remains. The County of San Bernardino and the Project Applicant shall also be informed of the discovery. The Coroner would determine if the bones are historic/archaeological or a modern legal case. The

Coroner would immediately contact the Native American Heritage Commission (NAHC) in the event that remains are determined to be human and of Native American origin, in accordance with California Public Resources Code Section § 5097.98.

All discovered human remains shall be treated with respect and dignity. California state law (California Health & Safety Code § 7050.5) and federal law and regulations ([Archaeological Resources Protection Act (ARPA) 16 USC 470 & 43 CFR 7], [Native American Graves Protection & Repatriation Act (NAGPRA) 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1-7]) require a defined protocol if human remains are discovered in the State of California regardless if the remains are modern or archaeological.

### Less than Significant with Mitigation

**Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.**

<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>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

***SUBSTANTIATION: San Bernardino County Countywide Plan/Policy Plan 2020; California Energy Consumption Database; Title 24 Building Energy Efficiency Standards;***

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

Electricity: The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant. Southern California Edison (SCE) would provide electricity to the Project Site. In 2022, the Commercial Sector of the Southern California Edison planning area consumed 36069.383021 GWh

of electricity.<sup>17</sup> The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The CalEEMod estimated electricity demand for the Proposed Project is 0.146925 GWh per year. The Proposed Project's estimated annual electricity consumption compared to the 2022 annual electricity consumption of the overall Commercial Sector in the SCE Planning Area would account for approximately 0.0004073 percent of total electricity consumption. The existing SCE electrical facilities serving the project area are sufficient to meet this increased demand. Total electricity demand in SCE's service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE's entire service area. Therefore, projected electrical demand would not significantly impact on SCE's level of service.

The Proposed Project has been designed to comply with the 2022 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans are in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No significant impacts are identified or required, and no mitigation measures are recommended.

Natural Gas: The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, the development of the Proposed Project would create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Commercial Building was responsible for 894.453260 million therms of natural gas consumption in the SoCalGas Planning Area in 2022<sup>18</sup>. The Proposed Project's CalEEMod estimated annual natural gas demand is 1,480.31 therms. The Proposed Project's estimated annual gas consumption compared to the 2021 annual natural gas consumption of the overall Commercial Sector in the SoCalGas Planning Area would account for approximately 0.0001655 percent of total natural gas consumption. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the existing SoCalGas facilities are expected to meet the increased demand for natural gas.

### **Less Than Significant Impact**

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<sup>17</sup> <https://ecdms.energy.ca.gov/Default.aspx>. Accessed July 12, 2024.

<sup>18</sup> <https://ecdms.energy.ca.gov/Default.aspx>. Accessed July 12, 2024.

b) *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 Building Energy Efficiency Standards (Title 24). Project development would not cause inefficient, wasteful, and unnecessary energy consumption, and no adverse impacts would occur.

The Proposed Project would not conflict with any applicable plan, policy or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32; therefore, the Project is consistent with AB 32, which aims to decrease emissions statewide to 1990 levels by 2020. 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.

**No Impact**

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

<i>Issues</i>		<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>VII.</b>	<b>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 checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

- |    |   |                          |                                     |                                     |                                     |
|----|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| d) | Be located on expansive soil, as defined in Table 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) | Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) | Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |

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

**Countywide Plan; Geotechnical Engineering Report – Proposed Fueling Station and Market Cajon Blvd, Glen Helen, CA, GEO\_CAL, Inc., January 30, 2022 (Appendix D); ADDENDUM-1: Pavement Structural Sections Proposed Fueling Station and Market Cajon Blvd., Glen Helen, CA, GEO CAL, Inc., July 18, 2022 (Appendix D-1); Paleontological Assessment for the Glen Helen and Cajon Gas Station Project prepared by Brian F. Smith and Associates, Inc., July 18, 2022 (Appendix E).**

- 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*

A Geotechnical Engineering Report – Proposed Fueling Station and Market Cajon Blvd, Glen Helen, CA dated January 30, 2022, was prepared for the Proposed Project by Geo-Cal, Inc (Appendix D) and is available for review at County offices. An Addendum to the report was prepared to present pavement structural recommendations (Appendix D-1). The Project Site does not occur within an Alquist-Priolo Earthquake Fault Zone<sup>19</sup> or County Fault Hazard Zone.<sup>20</sup> The San Jacinto Fault is approximately less than two miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with

<sup>19</sup>Department of Conservation Fault Activity Map of California (2010). <http://maps.conservation.ca.gov/cgs/fam/>. Accessed May 16, 2022.

<sup>20</sup> San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 “Alquist-Priolo Fault Zones and County Fault Hazard Zones.”



the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with these codes and standards would address potential impacts resulting from an earthquake event. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

#### *ii) Strong seismic ground shaking?*

No active faults pass through Glen Helen.<sup>21</sup> As is the case for most areas of Southern California, ground shaking resulting from earthquakes associated with nearby and more distant faults may occur at the Project Site. The design of any structures on-site would incorporate measures to accommodate projected seismic ground shaking in accordance with the California Building Code (CBC) and local building regulations. The CBC is designed to preclude significant adverse effects associated with strong seismic ground shaking. Compliance with the CBC would minimize impacts associated with exposure of people or structures to substantial adverse effects, including loss, injury, or death, involving seismic ground shaking.

### **Less Than Significant Impact**

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

Liquefaction is a process in which cohesion-less, saturated, fine-grained sand and silt soils lose shear strength due to ground shaking and behave as fluid. Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. Ground failure associated with liquefaction can result in severe damage to structures. The Project Site is not located in an area susceptible to liquefaction.<sup>22</sup> As reported in the Geotechnical report, no shallow groundwater was encountered, and the Devore Water Company indicated a depth to groundwater of about 150 feet bgs. The report concluded that the Project Site is considered non-susceptible to seismically induced soils liquefaction and is considered to be low. Therefore, less than significant impacts are identified or are anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

#### *iv) Landslides?*

Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. The Project Site is not located within an area susceptible to landslides.<sup>23</sup> Furthermore, the Project Site is near level with the surrounding area. As

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<sup>21</sup> San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-1 "Alquist-Priolo Fault Zones and County Fault Hazard Zones.

<sup>22</sup> San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

<sup>23</sup> San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

concluded in the Geotechnical report, the potential for seismically induced landslides to occur is considered low. Therefore, less than impacts are identified or are anticipated, and no mitigation measures are required.

### **No Impact**

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

Implementation of the Proposed Project would disturb more than one acre of soil. Therefore, the Proposed Project is subject to requirements of the State Water Resources Control Board's General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs would ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

The Project Site is relatively flat with no prominent geologic features occurring on or within the vicinity of the Project Site. The elevation of the Project Site ranges from approximately 1102 feet to 1109 feet. The Project Site is not within an area susceptible to liquefaction or landslides.<sup>24</sup> As stated in the Geotechnical report, the proposed structures are expected to withstand predicted vertical and lateral ground spreading/displacements to an acceptable level of risk. Seismically induced lateral spreading involves lateral movement of soils due to ground shaking. Because the Project Site is relatively level, Geo-Cal, Inc. concludes that the potential for seismically induced lateral ground spreading should be considered low. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

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<sup>24</sup> San Bernardino Countywide Plan Draft EIR. Geology and Soils. Figure 5.6-3 "Liquefaction and Landslide Susceptibility."

<https://www.dmaps.arcgis.com/apps/InformationLookup/index.html?appid=ce7206d1a7104c9eafb644e7a7ae7ffd5>

Expansive soils (shrink-swell) are fine-grained clay silts subject to swelling and contracting in relation to the amount of moisture present in the soil. Structures built on expansive soils may incur damage due to differential settlement of the soil as expansion and contraction takes place. A high shrink-swell potential indicates a hazard to structures built on or with material having this rating. According to the Geotechnical Engineering Report by Geo-Cal (Appendix D), the Project Site soils are considered “very low” in expansion characteristics with Expansion Index (EI) less than 10. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?*

The Proposed Project would not require use of a wastewater treatment plant but would utilize an on-site septic system. Since the Proposed Project would not connect to an existing wastewater treatment facility, no impacts are identified or anticipated, and no mitigation measures are required.

#### **No Impact**

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

A Paleontological Assessment report, dated July 18, 2022, was prepared for the Proposed Project by Brian F. Smith and Associates, Inc. (Appendix E). The Paleontological records search states that there are no fossil localities that lie directly within the Proposed Project area. The presence of late Holocene alluvial deposits at the Project Site lacked any known fossil specimens or fossil localities within a several-mile radius encompassing the project support and the conclusion that the paleontological monitoring is not recommended during earth disturbance activities at the Glen Helen and Cajon Gas Station Project<sup>25</sup>. However, if fossils of any sort are discovered during grading and earthmoving activities, a paleontologist must be retained to develop a paleontological monitoring plan consistent with the provisions of CEQA, those of the County of San Bernardino (2019), and those of the guidelines of the Society of Vertebrate Paleontology (2010). The implementation of a Mitigation Measure GEO-1 would mitigate any potentially adverse impacts (loss or destruction) to paleontological resources, if present, to a level below significant.

#### **Mitigation Measure GEO-1:**

If paleontological resources are discovered during earth disturbance activities, the discovery shall be cordoned off with a 100-foot radius buffer so as to protect the

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<sup>25</sup> Paleontological Assessment for The Glen Helen and Cajon Gas Station Project by Brian F. Smith and Associates, Inc.

discovery from further potential damage, and a county-qualified paleontologist shall be consulted to assess the discovery.

### Less than Significant with Mitigation

Therefore, potential impacts can be reduced to less than significant level with implementation of mitigation measures above.

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

***SUBSTANTIATION: San Bernardino County Countywide Plan, approved October 27, 2020, adopted November 27, 2020; San Bernardino County Regional Greenhouse Gas Reduction Plan, March 2021; GHG Screening Table; CalEEMod Output 2022 (Appendix A); Traffic Analysis prepared by Ganddini Group, Inc.; GHG Screening Table (Appendix A-2)***

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

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

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

Emissions were estimated using the CalEEMod version 2022. Operational emissions are categorized as area (operational use of the project), energy (generation and distribution of energy to the end use), mobile (vehicle trips), waste (landfill), and water. The operational mobile source emissions were calculated in accordance with the Transportation Study Screening Assessment prepared for the Proposed Project by Gandini Group Inc. in July 2024. The Proposed Project is anticipated to generate approximately 3,045 total daily trips. The modeled emissions anticipated from the Proposed Project compared to the SCAQMD threshold are shown below in Table 7 and Table 8.

**Table 7**  
**Greenhouse Gas Construction Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R1
2025	203	0.0	0.0	0.0
<b>Total MTCO<sub>2</sub>e</b>	<b>203</b>			
Construction Amortized over 30 years	<b>6.8</b>			

Source: CalEEMod.2022.1 Annual Emissions.

**Table 8**  
**Greenhouse Gas Operational Emissions**  
**(Metric Tons per Year)**

Source/Phase	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	R1
Mobile	9,223	0.7	1.0	11.9
Area	0.0	0.0	0.0	--
Energy	31.1	0.0	0.0	--
Water	0.6	0.0	0.0	--
Waste	1.4	0.1	0.0	--
Refrigeration	--	--	--	68.9
Sub-Total MTCO <sub>2</sub> e	9,672.0			
Construction Amortized 30 Years	6.8			
<b>Total MTCO<sub>2</sub>e</b>	<b>9,678.8</b>			
County Screening Threshold	3,000			
<b>Significant</b>	<b>Yes</b>			

Source: CalEEMod.2022.1 Annual Emissions.

As shown in Tables 7 and 8, the Proposed Project would generate approximately 9,678.8 MTCO<sub>2</sub>e per year and would exceed the County screening threshold of 3,000 MTCO<sub>2</sub>e. Therefore, project operational activities were evaluated compared to the San Bernardino County GHG Reduction Plan Screening Tables. Mitigation Measure GHG-1 shall be implemented to ensure that operational emissions comply with the County's GHG Plan.

### **Mitigation Measure GHG-1:**

The Project Applicant shall incorporate the GHG reduction measures from the GHG Reduction Plan Screening Tables as listed in Appendix A-2 into the project design to reduce GHG emissions to levels considered less than significant.

With implementation of the GHG reduction Measures and design features, the Proposed Project would garner 100 points using the Screening Tables.<sup>26</sup> Therefore, it would provide a fair share contribution of reductions and is considered consistent with the County's GHG reduction Plan. Less than significant impact is anticipated.

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

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

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

The Project's total net operational GHG emissions exceed the County's screening threshold of 3,000 MTCO<sub>2</sub>e per year. Therefore, the Proposed Project will need to comply with GHG Reduction Plan by accumulating 100 points per the GHG emission screening tables. Mitigation measure **GHG-1** would bring the Project into compliance with the Greenhouse Gas Emissions Reduction Plan and reduce GHG emission impacts to a less than significant level and be in compliance with the GHGRP and AQMP.

### **Less Than Significant Impact**

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<sup>26</sup> [GHG Reduction Plan Update-Greenhouse Gas Reduction Plan Update - Adopted 9-21-2021.pdf \(sbcounty.gov\)](#)

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

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

The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant, landscaping, and parking for automobiles. Components of the Proposed Project that may involve potential impacts from hazardous materials include the gas station, and three above ground storage tanks (ASTs). The 20,000-gallon storage tank would be a split tank; one compartment with 15,000 gallons of 87 octane fuel and the second with 5,000 gallons of 5K E-85. The other two tanks would be one storing 20,000 gallons of diesel and the other a split AST storing 10,000 gallons of diesel and 10,000 gallons of 91 octane gasoline). The ASTs are regulated under the Aboveground Petroleum Storage Act (APSA). CAL FIRE-Office of the State Fire Marshal (OSFM) is responsible for the implementation of the APSA program element of the Unified Program. Tank facilities with 10,000 gallons or more of total aboveground petroleum storage capacity are inspected at least once every three years by Unified Program Agencies (UPA) and have reporting and fee requirements. With the exception to conditionally exempt tank facilities, all facilities must prepare and implement a Spill Prevention, Control, and Countermeasure (SPCC) Plan that meets current federal SPCC Rule requirements. The United States Department of Transportation, California Department of Transportation, and SCAQMD regulate the transportation and delivery of gasoline and diesel fuel.

The Project Applicant would be required to prepare a Spill Contingency Plan to be filed with the County of San Bernardino Hazardous Materials Department. All operations of the fueling station including storage tanks would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials.

Development of the Proposed Project would disturb more than one acre and would therefore also be subject to the NPDES permit requirements. Requirements of the permit would include development and implementation of a SWPPP, which is subject to Santa Ana Regional Water Quality Control Board (RWQCB) review and approval. The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct, and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP would include BMPs to control and abate pollutants. Examples of BMPs include: sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project would be subject to County approval and provided in contract bid documents. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant 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?*

Hazardous or toxic materials transported in association with construction of the Proposed Project may include items such as oils, paints, and fuels. All construction materials would be kept in compliance with State and local regulations. Operational activities include (in addition to the discussion above) standard maintenance that would involve the use of commercially available products. The use of maintenance products such as cleaning solvents, degreasers, herbicides and pesticides and other landscaping products would not create significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. Additionally, State and federal regulations pertaining to the safety of fueling stations would mitigate the risk of accident conditions. A Spill Contingency Plan is required to be filed with the County Fire Department, Hazardous Materials Division. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

Kimberly Elementary School is the nearest public school to the Project Site. It is located approximately 1.3 miles northeast of the Project Site and north of I-15 and I-215 at 18021 W. Kenwood Avenue. No hazardous materials would be emitted within one-quarter mile of a school as a result of the construction and 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.

#### **No Impact**

- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The Project Site was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California Department of Toxic Substances Control's EnviroStor data management system.<sup>27</sup> EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or in the immediate vicinity of the Project Site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

#### **No Impact**

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<sup>27</sup>California Department of Toxic Substances Control. EnviroStor. Accessed November 28, 2022.

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

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone.<sup>28</sup> The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport to the Project Site is the San Bernardino International Airport, approximately 12.2 miles southeast of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site does not contain any emergency facilities. The Project Site is located between I-15 and I-215 both of which would be evacuation routes during emergencies; I-215 is an evacuation route within the Valley Region of the County.<sup>29</sup> Adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

The Project Site is located within a Very High Fire Hazard Severity Zone.<sup>30</sup> The nearest wildland areas would be the San Gabriel Mountains and the San Bernardino Mountains; both located within one mile of the Project Site. The Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

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<sup>28</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-2 "Airport Safety Zones."

<sup>29</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

<sup>30</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

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

**SUBSTANTIATION:**

**Countywide Plan; Preliminary Hydrology and Hydraulic Report for Glen Helen Gas Station, Sake Engineers, Inc., June 2022 (Appendix F); Water Quality Management Plan, Sake Engineers, Inc. June 30, 2022 (Appendix G); Will Serve Letter dated September 19, 2023 by Devore Water Company (Appendix H)**

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

The Proposed Project would disturb approximately 1.57 acres and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project would be subject to County approval and provided in contract bid documents.

The RWQCB has issued an area wide NPDES Storm Water Permit for the County of San Bernardino, the San Bernardino County Flood Control District, and the unincorporated areas of San Bernardino County. The implementation of NPDES permits ensures that the State and Federal mandatory standards for the maintenance of clean water are met.

In addition, the County requires the preparation of a Water Quality Management Plan (WQMP) for development projects that involve the creation of 10,000 ft<sup>2</sup> or more of impervious surface collectively over the entire site and parking lots of 5,000 ft<sup>2</sup> or more exposed to storm water. A preliminary WQMP, dated June 30, 2022, was prepared for the Proposed Project by Sake Engineers, Inc. The WQMP is intended to comply with the requirements of the County of San Bernardino and the NPDES Area wide Stormwater Program requiring the preparation of a WQMP. Implementation of Best Management Practices (BMPs) and the Proposed Project's underground Infiltration Chamber would collect storm water runoff from the Project Site and thereby prevent off-site flows into surface water and would treat flows prior to infiltration into the groundwater. All BMPs included as part of the project WQMP to be approved by the County are required to be maintained through regularly scheduled inspection and maintenance. Review and approval of the WQMP by the County would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

Water supply to the Project Site would be provided by the Devore Water Company<sup>31</sup>. The Devore Water Company covers about 1.5 square miles in southwestern San Bernardino

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<sup>31</sup>Upper Santa Ana River Watershed Integrated Regional Urban Water Management Plan. Accessed February 15, 2023.

County<sup>32</sup>. The Devore Water Company is within the San Bernardino Valley Municipal Water District (SBVMWD) service area<sup>33</sup>. San Bernardino Municipal Water Department (SBMWD) potable water service area encompasses approximately 45-square miles of the City's 62 square miles and serves water to approximately 200,000 individuals throughout both the City of San Bernardino and the unincorporated areas of San Bernardino County<sup>34</sup>. The SBVMWD water supply is comprised entirely of ground water from the Bunker Hill Basin (part of the San Bernardino Basin Area)<sup>35</sup>. The 2020 San Bernardino Valley Regional Urban Water Management Plan (UWMP), in compliance with the UWMP Act, compares the total projected water use with the projected water supply over the next twenty years<sup>36</sup>. The SBVMWD has developed a cooperative recharge program that is being successfully implemented to help replenish groundwater, using the State Water Project and local runoff.<sup>37</sup>

Implementation of the Proposed Project's underground Infiltration Chamber would collect storm water runoff from the Project Site to be utilized as a resource as it would infiltrate into the groundwater basin. Therefore, the Proposed Project is not anticipated to have a substantial impact on groundwater supplies or interfere substantially with groundwater recharge. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
  - i) *Result in substantial erosion or siltation on- or off-site;*

Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water becomes dirty due to fine mineral particles in the water. Soil erosion could occur due to a storm event. Thus, the Proposed Project is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP) for construction activities. The SWPPP must list BMPs to avoid and minimize soil erosion. Examples of BMPs include i.e., sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project would be subject to County approval and provided in contract bid documents. Adherence to BMPs by the contractor would prevent substantial soil erosion or the loss of topsoil. Any disturbed areas would be re-vegetated where possible. An underground infiltration chamber is also proposed to treat the onsite runoff during operations before draining into the County's storm drain system.

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<sup>34</sup> San Bernardino Municipal Water Department. 2019 Sewer Master Plan-Main Report. Final Report. Accessed February 15, 2023.

According to the Project's Preliminary Hydrology and Hydraulics Study (Sake Engineers, Inc., June 2022), (Appendix F), storm runoff would flow away from the proposed on-site structures and thru vee gutters towards the southwest corner of the Project Site, perpetuating the existing drainage pattern. The Project Site would be designed to maintain the historic storm water drainage path of travel. Drainage Area 1 identified in the Hydrology and Hydraulics analysis would discharge to a proposed Storm Tech System. Therefore, the Proposed Project would not result in significant impacts to the existing drainage pattern from erosion and no mitigation measures are required.

### **Less Than Significant Impact**

- ii) *Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;*

According to the Water Quality Management Plan, prepared by Sake Engineers, Inc, the Project Site's impervious area would be minimized as much as possible under proposed conditions (Appendix G). The Project Site has one drainage area identified for purposes of evaluating on-site hydrology and developing the WQMP, that would discharge to a proposed Storm Tech System for storm flow retention . The Proposed Project is anticipated to increase peak flows and runoff volumes due to the proposed paving and increased impervious area. The Proposed Project includes an estimated 58,902SF of impervious surface<sup>38</sup>. The increase in flow rate would be mitigated onsite to reduce the total site discharge to 90% of the pre-development conditions per the San Bernardino County Hydrology Manual. Because there are no storm drain facilities adjacent to the Project Site and there is no sufficient elevation to accommodate an outlet for an onsite detention basin, the only option to mitigate storm water flow is an underground infiltration/retention system. This system has been designed to be capable of capturing storm flows from the 100-year event and provide enough capacity in order to reduce the total site discharge to 90% of the predeveloped condition. The WQMP calculations compare pre- and post-development unit hydrographs, showing a volume of 0.3796 ac-ft or 16,535 cf additional volume after development. The on-site detention/infiltration basins would have a total volume of 16,586 cf.

Pre-development storm runoff sheet flows towards Southeast. Post-Development storm runoff flows away from structures and through vee gutters towards the southwest corner, perpetuating the existing drainage pattern.

The WQMP is subject to final approval by the County prior to issuance of grading permits. The Proposed Project would therefore not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Impacts would be less than significant.

### **Less Than Significant Impact**

- 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*

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<sup>38</sup> Water Quality Management Plan by Sake Engineers Inc. June 30, 2022.

The Proposed Project would increase the Project Site impervious surfaces, thereby increasing the peak runoff flow rate and reducing the time of concentration. The Hydrology and Hydraulics calculations compare pre- and post-development unit hydrographs, showing a volume of 16,535 cf additional volume after development. The on-site detention/infiltration basins have therefore been designed to capture a total volume of 16,586 cf. (refer to Appendix G)

The increase in runoff and flow rates as a result of project development will be mitigated by implementing the infiltration basins as designed in the WQMP and as approved by the County. With incorporation of an infiltration system into the site design, the Proposed Project would not create or contribute runoff water or provide substantial additional sources of runoff to any planned or existing off-site drainage facilities. Therefore, no significant impacts would occur, and no mitigation measures are required.

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

*iv) Impede or redirect flood flows?*

The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.<sup>39</sup> Under existing conditions, the site generally flows to the southeast, discharging onto the adjacent southern properties. Under proposed conditions, water would flow northwesterly, southwesterly, and southeasterly from near the center of the Project Site. Water flowing northwesterly would be conveyed to high density polyethylene (HDPE) pipes and rerouted south to the underground storm infiltration chamber. Stormwater flowing southwesterly and southeasterly would eventually drain into the infiltration chamber. Development of the Proposed Project would not substantially impede or redirect flood flows. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

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

Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards in the vicinity of the Project Site. The closest body of water to the Project Site is Silverwood Lake, located approximately 6.7 miles northeast of the site and approximately 2,147 feet higher in elevation, but is separated from the Project by mountainous peaks 5,000 and greater in height. The Project Site is neither located within a Federal Emergency Management Agency (FEMA) 100-year floodplain nor a 500-year floodplain. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

#### **No Impact**

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<sup>39</sup> San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

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

The Proposed Project would disturb approximately 1.57 acres; therefore, it is subject to the Statewide NPDES permit managed by the Regional Water Quality Control Board. Requirements of the permit would include development and implementation of a SWPPP prior to construction, which is subject to RWQCB review and approval. The SWPPP would include BMPs to control and abate pollutants and treat runoff that can then be used for groundwater recharge. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented as approved by the County.

California's Sustainable Groundwater Management Act (SGMA) requires State-designated medium-and high-priority basins to develop groundwater sustainability agencies (GSAs), development groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. The SGMA 2019 Basin Prioritization identified ninety-four basins and/or sub-basins as medium or high priority and are required to form GSAs and develop GSPs. These 94 basins, in combination with adjudicated areas which have existing governance and oversight in place, account for over 98 percent of the pumping (20 million acre-feet), 83 percent of the population (25 million Californians), and 88 percent of all irrigated acres (6.7 million acres) within the state's groundwater basins.<sup>40</sup> The Project Site overlies the Bunker Hill Sub-basin which is not a basin required to develop a GSP. . Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

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<sup>40</sup> <https://water.ca.gov/Programs/Groundwater-Management/Basin-Prioritization>



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

***SUBSTANTIATION:***

***Countywide Plan;***

***a) Physically divide an established community?***

The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant on a 1.57-acre vacant property. The Project Site is located on Cajon Boulevard and Glen Helen Parkway. A vacant lot and Devore Fire Station to the north, a vacant lot and a bridge to the west, an existing utility building for Frontier cable and a truck trailer parking facility to the south, and an existing truck trailer parking facility to the east.

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature. Therefore, the Proposed Project would not physically divide an established community and significant impacts are identified or anticipated; no mitigation measures are required.

**Less Than Significant Impact**

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

The Project Site is located within the unincorporated community of Devore and is designated Commercial /Traveler Services in the Glen Helen Specific Plan (GH/SP-C/TS). The GH/SP-C/TS zone and the Proposed Project are appropriate for the Project Site because it is located on Cajon Boulevard (Historic Route 66), a major arterial roadway and directly accessible to two major freeways.

The nearest sensitive receptors to the Proposed Project are the residences on the north side of Interstate 215, south of Santa Fe Avenue, and east of Dement Street, approximately 0.25 miles to the north of the Project Site.

The Applicant has completed a Community Outreach effort to comply with a Project Notice. An outreach meeting was held by the Devore Rural Protection Association (DRPA) on December 2, 2024. San Bernardino County staff attended to inform the residences about the Proposed Project. Two public comments, and 105 signatures on a petition were received requesting the County to deny the Proposed Project.

The Proposed Project would comply with San Bernardino Countywide Plan Hazards Element policies HZ-3.1 Health Risk Assessment and Policy HZ-3.5 Hazardous waste facilities. Additional requirements addressing how air quality and noise issues impact sensitive areas can be found in the respective sections of this Initial Study. Therefore, the Proposed Project would not cause a significant environmental impact due to conflict with any land use plans or policies. No significant impacts are identified or anticipated, and no mitigation measures are required.

### Less Than Significant Impact

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XII. MINERAL RESOURCES</b> - Would the project:				
a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>SUBSTANTIATION:</b> (Check <input type="checkbox"/> if project is located within the Mineral Resource Zone Overlay):				
<b>Countywide Plan; Mineral Land Classification</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?*

According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the southwestern region of San Bernardino County, specifically in the 2008 Open File Report (OFR) SR143 Plate 3-1 and the 1995 OFR 94 08 (west).<sup>41</sup> The Project Site occurs within Mineral Resource Zone 2 (MRZ-2)<sup>42</sup>. An MRZ-2 zone is an area where geologic data indicate that significant Portland Cement Concrete (PCC)-Grade aggregate resources are present. The entirety of the Project Site is an MRZ-2 zone; an MRZ-2 zone of this size would not be economically viable to mine. Moreover, the Proposed Project's demand for mineral resources would be considered less than significant due to the abundance of available aggregate resources in the Southern California region. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

- 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?*

The Project Site has a current land use zoning of Valley Corridor –Commercial/Traveler Services. With the approval of the MUP, the Proposed Project would be consistent with the Countywide Plan. Although the Project Site is within MRZ-2 zones, the size of the property and surrounding uses make the site unsuitable for mineral resources extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

<i>Issues</i>		<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
<b>XIII. NOISE</b> - 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"/>

<sup>41</sup> Mineral Land Classification of a Part of Southwestern San Bernardino County: Open-File Report 94-08 (west) and SR206 Plate 1. Accessed May 15, 2022.

<sup>42</sup> County of San Bernardino. NR-4 Mineral Resources Zones web map. Accessed July 12, 2022.

- |    |  |                          |                          |                                     |                                     |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| 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 Draft EIR- 5.12 Noise; Glen Helen Specific Plan**

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

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

In the unincorporated Community of Devore in the County of San Bernardino, the sheriff's facilities, Glen Helen Amphitheater, freeways, and mining operations are existing noise generators that would likely affect noise sensitive land uses with the Specific Plan Area, and on adjacent properties<sup>43</sup>. Other significant sources of noise include the railroad operations, the Raceway Park, the driver-training course and firing range operated by the Sheriff's Department, and the animal shelter adjacent to the closed County of San Bernardino disposal site. Residential properties along Cajon Boulevard are particularly affected by noise and vibration from the railroad and the I-215 freeway.

The dominant noise source within the vicinity of the Project Site is from vehicles traveling on I-15 which is located directly west of the Project Site. The other dominant noise

<sup>43</sup> Glen Helen Specific Plan.

source within the vicinity of the Project Site is from the I-215 which is located directly west of the Project Site. Construction activities would generate noise associated with the transport of workers and movement of construction materials to and from the area, from ground clearing/excavation, grading, and building activities. Construction activities would be short-term and would occur within the daytime hours permitted Provisions of Section 83.01.080 of the County of San Bernardino County Development Code.

**Operational Impacts:**

According to the Glen Helen Specific Plan, Future business operations and activities within or adjacent to visitor serving designations shall be conducted to comply with the following noise standards, measures at the site property line:

1. Industrial and commercial operations and activities shall not create any noise that would exceed an exterior noise level of 55dBA during the hours of 10:00 p.m. to 7:00 a.m. and 60dBA during the hours of 7:00 a.m. to 10:00 p.m.
2. No loading or unloading operation, handling of containers or materials, or moving of items in a manner that would disturb occupants of nearby lodgings shall be conducted between the hours of 10:00 p.m. to 7:00 a.m.
3. No repair, rebuilding, modifying or testing of any type of equipment or vehicle, including their engines, shall be conducted in such a manner as to increase a noise disturbance for occupants of nearby lodgings between the hours of 10:00 p.m. and 7:00 a.m.

Operational noise associated with the Proposed Project would be project-generated traffic. As depicted in the San Bernardino Countywide Plan, Table 5.12-5 shows the normal compatible community sound levels and shall not exceed a Leg of 60<sup>44</sup>. The Countywide Plan Draft EIR includes the Project Site within an existing noise level of 60 Leq and a projected future noise level of 60 Leq<sup>45</sup>. Provisions of Section 83.01.080 of the County of San Bernardino County Development Code state that normally acceptable noise ranges at Industrial and Commercial operations and activities shall not create any noise that would exceed an exterior noise level of 60dBA during the hours of 10:00 p.m. to 7:00 a.m. and 60dBA during the hours of 7:00 a.m. to 10:00 p.m. of the Proposed Project.

Therefore, a substantial change in the noise levels at the Project Site is not anticipated. The Proposed Project is near existing freeways, other major roadways, and a rail line and is an acceptable use within the Glen Helen Specific Plan-Commercial / Traveler Services (GH/SP-C/TS) and land use category<sup>46</sup>. Therefore, it is anticipated that the Proposed Project would not result in a production of operational noise levels that would exceed those anticipated by the Glen Helen Specific Plan. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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<sup>44</sup> San Bernardino Countywide Plan. HZ-7(A-C) Existing Noise Contour. January 24, 2023.

<sup>45</sup> San Bernardino Countywide Plan. Draft EIR. Noise. Table 5.125.

<sup>46</sup> Glen Helen Specific Plan. Page 2-28.

**Less Than Significant Impact**

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

Construction of the Proposed Project is not anticipated to require the use of equipment that would generate excessive ground borne vibration or groundborne noise levels. It is likely that minor vibration would result from construction and grading activities. Construction equipment may result in vibration levels that are considered annoying at nearby sensitive receptors when vibration causing equipment is within 100 feet of a receptor. However, since the nearest sensitive receptor is residential development which is located approximately 1,220 feet east of the Project Site, no significant impacts are anticipated to occur. Construction hours are limited per the County's Section 83.01.080 of the Development Code. As such, with adherence to the San Bernardino County Development Code, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

The Project Site is not within an airport safety review area or Airport Runaway Protection Zone. The Project Site is not located within the vicinity of a private or public airstrip. The nearest airport is San Bernardino Airport, which is approximately 12 miles southeast of the Project Site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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**XIV. POPULATION AND HOUSING - Would the project:**

- |    |  |                          |                          |                                     |                                     |
|----|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) | Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) | Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**SUBSTANTIATION:**

**Countywide Plan;**

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

The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant. The Proposed Project would require 20 employees in total, who would come from the local labor pool. According to the Federal Reserve Economic Data (FRED), the unemployment rate as of December 2022, for the City of San Bernardino is approximately 3.6%<sup>47</sup>. Construction activities would be temporary and are not anticipated to attract new employees to the area. The Project Site has a current zoning of Commercial/Traveler Services (GH/SP-C/TS). The Proposed Project does not involve construction of new homes, nor would it induce unplanned population growth by creating a substantial number of new jobs. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

The Project Site is currently vacant and does not contain any residential housing. Implementation of the Proposed Project would not remove housing or require construction of replacement housing elsewhere. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

<sup>47</sup> <https://fred.stlouisfed.org/> Accessed January 23, 2022



*Initial Study - PROJ-2022-00213  
Devore Gas Station  
APN 0349-182-11  
July 2025*

**No Impact**

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

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

#### ***SUBSTANTIATION:***

##### ***Countywide Plan***

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

##### *Fire Protection?*

There are two fire stations located within the Project's vicinity. San Bernardino County Fire Protection District (SBCFD) is located at 18365 Cajon Boulevard and is approximately 0.5 miles northeast of the Project Site. Fire Station 2 address is located at 1511 Devore Road and is approximately 0.1 miles north of the Project Site<sup>48</sup>. Both Fire Stations are a part of Division 2, Battalion 2 of the San Bernardino County Fire Department.

The Proposed Project would be required to comply with County fire suppression standards and provide adequate fire access subject to County Fire Marshal approval. The SBCFD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Property tax revenues provide funding to offset potential increases in the demand for fire services. The Proposed Project would receive adequate fire protection services and would not result in the need for new or physically altered fire protection facilities. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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

<sup>48</sup> <https://sbcfire.org/SanBernardinoCountyFireProtectionDistrict>. Accessed November 28, 2022.

*Police Protection?*

The San Bernardino County Sheriff's Department (SBCSD) serves the Community of Devore and other unincorporated portions of the County. The nearest police station to the Project Site is the SBCSD station located at 1584 W Base Line Street #6 and is approximately 8.3 miles southwest of the Project Site. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection. Increased property and sale tax associated with the direct and indirect improvement of the property would provide funding for necessary service increases pertaining to growth and development. Additionally, the Proposed Project is within the Devore Planning Sub-Area of the Glen Helen Specific Plan zoned Special Development (SD), Glen Helen Specific Plan-Commercial/Traveler Services (GH/SP-C/TS) and is therefore would not result in the requirement of police protection services that is not already anticipated by the Glen Helen Specific Plan and County General Plan. . Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

*Schools?*

The Project Site is served by the San Bernardino City Unified School District. Construction activities would be temporary and would not result in substantial population growth. Employees required for operations are expected to come from the local labor force. The Proposed Project is not expected to draw any new residents to the region that would require expansion of existing schools or additional schools. With the collection of development impact fees, impacts related to school facilities are expected to be less than significant. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

*Parks?*

The Proposed Project would not induce residential development nor significantly increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the Proposed Project would place no demands on parks because it would not involve the construction of housing and would not involve the introduction of a permanent human population into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

*Other Public Facilities?*

The Proposed Project would not result in an increased residential population or a significant increase in the work force. The Proposed Project is not expected to result in a demand for other public facilities/services, such as libraries, community recreation

centers, and/or animal shelters. Implementation of the Proposed Project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

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

The Proposed Project requires 20 employees in various shifts. Employees are expected to come from the local labor force. It does not include development of residential housing or other uses that would lead to substantial population growth. Therefore, the Proposed Project would not result in an increase in the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. The Project Applicant's payment of required fees would serve to mitigate any potential impacts related to the use of existing parks and other recreational facilities from the Proposed Project. No impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The Proposed Project does not include the construction or expansion of recreational facilities. The employees required for the operations of the Proposed Project would come from the local labor force. No recreational facilities would be removed, and the addition of employees would not create the need for additional facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**No Impact**

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

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

**SUBSTANTIATION:**

**Countywide Plan; Glen Helen & Cajon Gas Station Traffic Impact Analysis, Ganddini Group, revised July 3, 2024 (Appendix I)**

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

A Traffic Impact Analysis (TIA) revised July 3, 2024, was prepared for the Proposed Project by Ganddini Group, Inc. (Appendix I) and is available for review at County

offices. The Site Plan used for the analysis included a convenience store 158 square-feet more than the current Site Plan, and a drive-thru 57 square-feet less than the current Site Plan. The July 2024 analysis is therefore considered adequate for the CEQA (including VMT) analysis. The project evaluated is forecast to generate a total of approximately 3,045 daily vehicle trips, including 114 vehicle trips during the AM peak hour and 122 vehicle trips during the PM peak hour. The passenger car equivalent (PCE) trips would be 4,800 PCE daily trips, including 232 PCE trips during the AM peak hour and 254 PCE trips during the PM peak hour. Regional access to the Project Site is provided by Interstate 215 approximately 0.12 miles north of the Project Site and Interstate 15 approximately 0.43 miles to the west. Local north-south circulation is provided by Glen Helen Parkway and Clearwater Parkway, and east-west circulation is provided by Cajon Boulevard, Kendall Drive, and Glen Helen Spur. The purpose of the TIA is to evaluate the potential circulation system deficiencies that may result from the development of the Proposed Project, and where necessary, recommend improvements to achieve acceptable operations consistent with General Plan level of service goals and policies. The TIA has been prepared in accordance with the San Bernardino County Congestion Management Program (CMP) Guidelines for CMP Traffic Impact Analysis Reports, the County of San Bernardino Transportation Impact Study Guidelines (dated July 9, 2019, the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies (December 2002), and consultation with County staff during the TIA scoping process. Caltrans has reviewed and states that issuance of a Caltrans Encroachment Permit would be required prior to any construction within State R/W. The Project does not encroach onto any State R/W and Caltrans provided no other comments as of October 23, 2024.

**Glen Helen Parkway:** This two-undivided to four-lane divided (two-way left-turn lane) roadway trends in a north-south direction and is classified as a Major Highway (four-lane divided roadway with 10-foot shoulders) south of Cajon Boulevard and classified as a Secondary Highway (four-lane undivided roadway with 8-foot shoulders) north of Cajon Boulevard on the County of San Bernardino General Plan Circulation Element in the study area. On-street parking is prohibited on both sides of the roadway. There are currently no designated bicycle facilities in the project vicinity. Sidewalks are provided on the east side of the roadway from the I-215 southbound ramp to the Glen Helen bridge south of the Glen Helen Spur.

**Clearwater Parkway:** This four-lane divided (two-way left-turn lane) roadway trends in a north-south direction and is classified as a Major Highway (four-lane divided roadway with 10-foot shoulders) on the County of San Bernardino General Plan Circulation Element in the study area. On-street parking is prohibited on both sides of the roadway. There are currently no designated bicycle facilities in the project vicinity. Sidewalks are not provided on either side of the roadway.

**Cajon Boulevard:** This two-undivided to four-lane divided (two-way left-turn lane) roadway trends in an east west direction and is classified as a Major Highway (four-lane divided roadway with 10-foot shoulders) on the County of San Bernardino General Plan Circulation Element in the study area. On-street parking is prohibited on both sides of the roadway. There are currently no designated bicycle facilities in the project vicinity; however, Class II bike lanes are proposed for this roadway. Sidewalks are provided on the south side of the roadway adjacent to the developed frontage.

**Kendall Drive:** This two-lane undivided roadway trends in an east-west direction and is classified as a Secondary Highway (four-lane undivided roadway with 8-foot shoulders) on the County of San Bernardino General Plan Circulation Element in the study area. On-street parking does not appear to be restricted on either side of the roadway. There are currently no designated bicycle facilities in the project vicinity. Sidewalks are not provided on either side of the roadway.

**Glen Helen Spur:** This two-undivided roadway trends in an east-west direction and is unclassified on the County of San Bernardino General Plan Circulation Element in the study area. On-street parking does not appear to be restricted. There are currently no designated bicycle facilities in the project vicinity. Sidewalks are not provided on either side of the roadway.

**Transit Facilities:** The Project Site is within the service area of Omnitrans, but there are no services in the study area. The Victor Valley Transit (VVTa) runs along the I-15, I-10, and the I-215. These routes could serve the Proposed Project's employees and customers in the future. Transit service is reviewed and updated by Omnitrans periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. Omnitrans Route 11 runs in two loops, crossing the I-10 Freeway. Route 11 could serve the Proposed Project's employees and customers in the future.

**Bicycle Facilities Master Plan:** According to the County of San Bernardino Bicycle Master Plan, there are proposed Class II bike lines on Cajon Boulevard.

**Designated Truck Routes:** According to the County of San Bernardino Truck Routes, the I-215 and the I-15 are designated truck routes in the Countywide Plan.

**Pedestrian Facilities:** There are no current or planned bicycle pathways in the project vicinity. There are also no sidewalks on the Project Site. However, the Project would be installing sidewalks along the north and east borders of the Project Site. These pathways would connect to existing sidewalks to the east across Cajon Boulevard (Historic Route 66). The County of San Bernardino General Plan does not include an exhibit showing bikeways and trails. Therefore, no conflict with a program plan, ordinance or policy addressing the circulation system, including bicycle and pedestrian facilities, are anticipated.

### ***Level of Service***

The TIA states that the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for all analysis scenarios. Therefore, the Proposed Project is forecast to result in no substantial transportation effects relating to Level of Service operations for all analysis scenarios.

### **Countywide Plan Consistency**

The Transportation and Mobility Element of the Countywide Plan:



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

The Proposed Project consists of the construction of an 1,848 square foot convenience market with gas station (12-fueling positions for passenger vehicles, 6-fueling positions for trucks) and a 1,057 square foot fast-food restaurant with a drive-thru window on a currently vacant parcel. The Proposed Project is anticipated to generate 3,045 daily vehicle trips per day, with 114 AM peak hour trips and 122 PM peak hour trips during the PM peak hour; and 4,800 PCE daily trips, including 232 PCE trips during the AM peak hour and 254 PCE trips during the PM peak hour. The following details how the Proposed Project would be consistent with the Countywide Plan goals and policies:

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

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

**Consistent:** Prior to the issuance of building permits, the Project Applicant shall pay the Project's fair share contribution, as detailed in the Traffic Study.

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

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

**Consistent:** The Proposed Project would include landscaping within the Project Site and in the public right-of-way. The Project Site is currently not surrounded by existing curbs, gutters, and sidewalks; the installation of these improvements are proposed for the Project. The County of San Bernardino does have regional trails and bicycle lanes within the community of Devore.

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

**Consistent:** Fair-share contributions would be paid prior to the issuance of building permits.

**Policy TM-2.6:** We promote shared/central access points for direct access to roads in unincorporated areas to minimize vehicle conflict points and improve safety, especially access points for commercial uses on adjacent properties.

**Consistent:** The Project would have three shared driveways, two driveways on Cajon Boulevard (Route 66) and one driveway on Glen Helen Parkway. Each building would have equal access to these driveways.

**Goal TM-3: A pattern of development and transportation system that minimizes vehicle miles traveled (VMT).**

**Policy TM-3.1:** We promote new development that would reduce household and employment VMT relative to existing conditions.

**Consistent:** The Proposed Project resides within a traffic analysis zone (TAZ) that generates VMT per employee 35.78% below the County existing VMT per employee threshold.

**Policy TM-3.2:** We support the implementation of transportation demand management techniques, mixed use strategies, and the placement of development in proximity to job and activity centers to reduce the number and length of vehicular trips.

**Consistent:** The Project Site is located within an undeveloped area and is nearby two major Interstate Highways. To the north is the main residential area of Devore and few job-creating uses exist. The Proposed Project would therefore provide jobs as well as commercial services in close proximity to the local community, thereby reducing the number and distance of vehicular trips.

The Proposed Project would be consistent with the Transportation and Mobility Element of the Countywide Plan. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

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

The VMT thresholds and methodology outlined in the County's July 2019 TA guidelines were utilized to conduct the VMT screening analysis for the Project.

The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool (Screening Tool) allows users to input an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the Governor's Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). The County Guidelines provides details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis.

According to the Screening Tool, there are several screening criteria that can be applied to effectively screen projects from VMT project-level assessments. The purpose is to screen out projects that are presumed to have a non-significant transportation impact based on facts of a project and to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB 743. The following lists the screening criteria:

1. Transit Priority Area (TPA) Screening
2. Low VMT Area Screening
3. Project Type Screening

If the project meets any of the screening criteria above, they are presumed to not have a significant impact and are screened out from completing additional VMT analysis.

#### TPA Screening

As described in the County Guidelines, projects located within a TPA (i.e., within 0.5 miles of an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. The San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool was used for this screening. The Project Site is not located within 0.5 miles of an existing major transit stop or along a high-quality transit corridor. As a result, the TPA screening threshold is not met.

Projects located within a TPA, defined as within one-half mile of a major transit stop or high-quality transit corridor, may be presumed to result in a less than significant VMT impact absent substantial evidence to the contrary. This presumption may not apply, however, if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75.
2. Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the County with input from the Metropolitan Planning Organization):  
or

4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

Based on a review of the San Bernardino County Transportation Authority (SBCTA) VMT Screening Tool, the Proposed Project is not located within a TPA; therefore, the Project does not satisfy the TPA screening criteria.

#### *Low VMT Area Screening*

As described in the County Guidelines, residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. A low VMT area is defined as an individual traffic analysis zone (TAZ) where the total daily VMT per person/employee is greater than four percent below the existing VMT per person/employee baseline level for the unincorporated County. The SBCTA VMT Screening Tool was used for this screening. The project is located in TAZ53747305. The County's VMT per service population is 86.0, which exceeds four percent (4%) below the County baseline (32.1 average daily VMT per service population). Therefore, the Proposed Project does not satisfy the County-established screening criteria for projects located in a low VMT area.

#### *Project Type Screening*

As described in the County Guidelines, projects generating less than 110 daily vehicle trips may be presumed to have a less than significant impact as their uses are often local serving in nature.

The County TIA Guidelines identify the several types of projects that may be presumed to have a less than significant VMT impact as they are local serving and thus can be expected to reduce VMT or they are small enough to have a negligible impact:

- Projects consisting of local servicing land use:
  - Local-serving K-12 schools
  - Local parks
  - Day care centers
  - Local-serving retail less than 50,000 square feet
  - Local gas stations
  - Local banks
  - Student housing projects
  - Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Trip Screening
  - Existing facilities
  - Redevelopment with less than 10,000 square foot increase
  - Projects generating with less than 110 daily passenger vehicle trips (ADT)
    - 11 single-family residential dwelling units
    - 16 multi-family residential dwelling units

- 10,000 square feet of office
- 15, 000 square feet of light industrial
- 63,000 square feet of warehousing
- 79,000 square feet of high cube transload and short-term storage warehouse
- 12 hotel rooms

Based on review of the proposed development and location as a local gas station serving an existing community and consisting of less than 50,000 square feet of local-serving retail, the project satisfies the County-established VMT screening criteria. for projects that are located in a low VMT. Therefore, preparation of a transportation impact study with vehicle miles traveled (VMT) analysis is not warranted and the Proposed Project may be presumed to result in a less than significant VMT impact. The project VMT assessment is documented in the Vehicle Miles Traveled Analysis of this report.

### **Less Than Significant Impact**

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

This section evaluates the Project Site access and on-site circulation. Vehicular access for the Project Site is proposed to be provided by three full access driveways. One project driveway is on Glen Helen Spur, and two project driveways are on Cajon Boulevard (refer to Figure 1).

### **Project Design Features:**

This analysis assumes the following improvements would be constructed by the project to provide Project Site access:

7. Project East Driveway (NS) at Cajon Boulevard (EW)
  - Install outbound stop control.
  - Construct the project driveway to provide one inbound land and one outbound lane.
8. Project West Driveway (NS) at Cajon Boulevard (EW)
  - Install outbound stop control.
  - Construct the project driveway to provide one inbound land and one outbound lane.
9. Project Driveway (NS) at Glen Helen Spur (EW)
  - Install outbound stop control.
  - Construct the project driveway to provide one inbound land and one outbound lane.

This analysis also assumes the project shall comply with the following conditions as part of the County of San Bernardino standard development review process to ensure adequate geometric design and emergency access:

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the County of San Bernardino.
- All on-site and off-site roadway design, signing/striping, and traffic control improvements relating to the Proposed Project shall be submitted to the County for review and constructed following applicable State/Federal engineering standards to the satisfaction of the County of San Bernardino.
- The final grading, landscaping, and street improvement plans shall demonstrate that applicable sight distance requirements are met.
- The project shall comply with the County of San Bernardino municipal parking requirements which would be reviewed as a part of the standard development review process.
- Final project plans shall demonstrate adequate emergency vehicle access and circulation to the satisfaction of the County of San Bernardino Public Works and Fire Departments.
- A construction worksite traffic control plan shall comply with applicable engineering standards outlined in the California Manual of Uniform Traffic Control Devices and shall be submitted to the County for review and approval before the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction-related trips shall be restricted to off-peak hours to the extent possible.

For the “With Improvements” analysis scenarios, the future lane configurations for Glen Helen Parkway between the Glen Helen Railway Bridge to Cajon Boulevard are included in the analysis. The Glen Helen Cajon Creek Bridge Project is in the final design, approval and permitting process with an anticipated construction start date in late 2024. Therefore, the bridge and Glen Helen Parkway should be open with two lanes in each direction in Year 2040.

Project design features, as detailed in the Site Access & On-Site Circulation, involve improvements necessary to provide Project Site access.

The Project Site is not adjacent to windy roads. Moreover, the Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant at an intersection already served by a signalized traffic intersection. It does not include a geometric design or incompatible uses that would substantially increase hazards. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

- d) *Result in inadequate emergency access?*

Vehicle access to the Proposed Project would be provided via a 75-foot-wide driveway and a 26-foot-wide driveway along Cajon Boulevard and one 50-foot-wide driveway on the Glen Helen Parkway. Regional access to the Project Site is approximately 0.12 miles to the north is the Interstate 215 (I-215) intersection with Devore Road and approximately 0.43 miles to the west is Interstate 15 (I-15). Emergency vehicle access would be available at both Glen Helen Parkway and Cajon Boulevard. The Project would be accessible to emergency responders during operation of the Project. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

### 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>XVIII. TRIBAL CULTURAL RESOURCES</b>				
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### **SUBSTANTIATION:**

***Cultural Resources Study for the Glen Helen and Cajon Gas Station Project, San Bernardino County, California, Brian F. Smith and Associates, Inc., July 18, 2022***

- 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;*

Brian F. Smith and Associates, Inc. prepared a Phase I Cultural Resources Investigation that confirmed that the Project Site does not contain any features or



resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. The project area is located in an area known to have been occupied and exploited by Native American populations, including Luiseno, Cahuilla, Serrano, and, less likely, Gabrielino. To date, only a single prehistoric archaeological site has been identified within one mile of the current project area. BFSa also contacted the Native American Heritage Commission and requested a Sacred Land Search for identifying sacred or religious sites within or in the vicinity of the current project area. The Commission's response was negative. They had no data on any known sites in the area. Therefore, less than significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

- 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?*

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a Proposed Project, if the tribe requested to the lead agency, in writing, to be informed of Proposed Projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

The County, as lead agency, is required to coordinate with Native American tribes through the Assembly Bill 52 Tribal Consultation process. The County provided notification to the local American Tribal representatives which are Twenty-Nine Palms Band of Mission Indians, Soboba Band of Luiseno Indians, San Gabriel Band of Mission Indians, Morongo Band of Mission Indians, and Gabrieleno Band of Mission Indians-Kizh Nation in accordance with AB 52 on June 28, 2024. The County did not receive any comments from the local tribal representatives at that time. Yuhaaviatam of San Manuel Nation was consulted on June 24, 2025, and requested six mitigation measures due to the potential to encounter Tribal Cultural Resources in the project area.

As previously noted, no prehistoric resources were identified from the archaeological investigation. As such, no historical resources that would require further consideration as defined under CEQA were identified within the project vicinity.

Mitigation measures are proposed to address historical and archaeological resources (possibly human remains) potentially discovered during construction. Implementation of Mitigation Measures CR-1 and CR-2 under environmental issue

Cultural Resources and Mitigation Measures TCR-1 and TCR-6 below would reduce potentially significant impacts on Tribal Cultural Resources to a less than significant level.

### **Mitigation Measures**

**TCR-1 Monitoring and Treatment Plan:** A Monitoring and Treatment Plan that is reflective of the project mitigation (“Cultural Resources” and “Tribal Cultural Resources”) shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians). Once all parties review and approve the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

**TCR-2 Archaeological Monitoring:** Due to the heightened cultural sensitivity of the proposed project area, an archaeological monitor with at least 3 years of regional experience in archaeology shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing, grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). A sufficient number of archaeological monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage.

**TCR-3 Worker Environmental Awareness Program:** Prior to project initiation, a qualified archaeologist should be retained to conduct a Worker's Environmental Awareness Program (WEAP) training on archaeological sensitivity for all construction personnel prior to the commencement of any ground-disturbing activities. The training should be conducted by an archaeologist who meets or exceeds the Secretary of Interior's Professional Qualification Standards for archaeology. Tribal representatives from the Consulting Tribes, such as Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN, also known as San Manuel Band of Mission Indians) will be allowed to attend and/or participate in the WEAP training should they elect to and will be given ten days' notice prior to the training. Archaeological sensitivity training should include a description of the types of cultural material that may be encountered, cultural sensitivity issues, regulatory issues, and the proper protocol for treatment of the materials in the event of a find.

**TCR-4 Tribal Monitoring:** Due to the heightened cultural sensitivity of the proposed project area, at the discretion of the consulting tribe(s), Tribal monitor(s) authorized to represent YSMN shall be present for all ground-disturbing activities that occur within the proposed project area (which includes, but is not limited to, tree/shrub removal and planting, clearing/grubbing,

grading, excavation, trenching, compaction, fence/gate removal and installation, drainage and irrigation removal and installation, hardscape installation [benches, signage, boulders, walls, seat walls, fountains, etc.], and archaeological work). At the discretion of the consulting tribes, a sufficient number of Tribal monitors shall be present each work day to ensure that simultaneously occurring ground disturbing activities receive thorough levels of monitoring coverage. A Monitoring and Treatment Plan that is reflective of the project mitigation ("Cultural Resources" and "Tribal Cultural Resources") shall be completed by the archaeologist and submitted to the Lead Agency for dissemination to the Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN). Once all parties review and agree to the plan, it shall be adopted by the Lead Agency – the plan must be adopted prior to permitting for the project. Any and all findings will be subject to the protocol detailed within the Monitoring and Treatment Plan.

**TCR-5 Treatment of Cultural Resources During Project Implementation:** If a pre-contact cultural resource is discovered during project implementation, ground-disturbing activities shall be suspended 60 feet around the resource(s), and an Environmentally Sensitive Area (ESA) physical demarcation/barrier constructed.

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

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

Should it occur that avoidance, preservation in place, and on-site reburial are not an option for treatment, the landowner shall relinquish all ownership and

rights to this material and confer with YSMN to identify an American Association of Museums (AAM)-accredited facility within the County that can accession the materials into their permanent collections and provide for the proper care of these objects in accordance with the 1993 CA Curation Guidelines. A curation agreement with an appropriate qualified repository shall be developed between the landowner and museum that legally and physically transfers the collections and associated records to the facility. This agreement shall stipulate the payment of fees necessary for permanent curation of the collections and associated records and the obligation of the Project developer/applicant to pay for those fees.

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

**TCR-6 Inadvertent Discoveries of Human Remains:** If human remains are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

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

**Therefore, no significant adverse impacts are identified or anticipated with the implementation of mitigation measures.**

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

**SUBSTANTIATION:**

**Countywide Plan; California Energy Commission Energy Report**

- 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?*

Water service to the Glen Helen Parkway and Cajon Boulevard (Historic Route 66) planning sub-areas is provided by the City of San Bernardino and appears to be

adequate to support future development<sup>49</sup>. The Devore Mutual Water Company serves properties in the Devore planning sub-area. (Note: a description and exhibit of the “planning sub-areas” noted here can be found in Division 2, Chapter 2 of the Specific Plan). The Glen Helen Parkway and Cajon Boulevard (Historic Route 66) Corridor is serviced by sewer provided by the City of San Bernardino. Wastewater generated in the North Glen Helen and Devore planning sub-areas is disposed of by means of septic systems.

The Proposed Project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. There are existing water lines adjacent to the Project Site along Cajon Boulevard (Historic Route 66). Devore Water Company has indicated their ability to provide potable water to the Project Site to satisfy the domestic water service requirements of the Proposed Project.

The Project Site is serviced by Southern California Edison (SCE), which provides electrical service to the general area. The Proposed Project would receive electrical power by connecting to existing power lines along Cajon Boulevard (Historic Route 66). The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE’s service area is estimated to increase by approximately 12,000 Gigawatt hours between the years 2015 and 2026. In 2020, the Commercial sector of the Southern California Edison planning area consumed 34087.01931 GWh of electricity.<sup>50</sup> The Project Site is currently vacant and does not use electricity. The implementation of the Proposed Project would result in an increase in electricity demand. The estimated electricity demand for the Proposed Project is 0.064554 GWh per year. The Proposed Project’s estimated annual electricity consumption compared to the 2021 annual electricity consumption of the overall Commercial Building in the SCE Planning Area would account for approximately 0.00001894percent of total electricity consumption. The existing SCE electrical facilities are sufficient to meet this increased demand. Total electricity demand in SCE’s service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project is insignificant compared to the projected electricity demand for SCE’s entire service area. Therefore, projected electrical demand would not significantly impact on SCE’s level of service.

The Proposed Project has been designed to comply with the 2021 Building Energy Efficiency Standards. The County of San Bernardino would review and verify that the Proposed Project plans would be in compliance with the most current version of the Building and Energy Efficiency Standards. The Proposed Project would also be required to adhere to CALGreen, which establishes planning and design standards for sustainable developments and energy efficiency. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. No significant impacts are identified or required, and no mitigation measures are recommended.

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<sup>49</sup> Glen Helen Specific Plan. Page I-20. “Water Service”

<sup>50</sup> <https://ecdms.energy.ca.gov/Default.aspx>. Accessed January 25, 2023.

The Project Site would be serviced by Southern California Gas Company (SoCalGas). The Project Site is currently vacant and has no demand for natural gas. Therefore, the development of the Proposed Project would create a permanent increase demand for natural gas. According to the California Energy Commission's Energy Report, the Commercial Building was responsible for 871.416674 million therms of natural gas consumption in the SoCalGas Planning Area in 2021.<sup>51</sup> Despite the ever-growing demand for electric power, the overall gas demand for electric generation is expected to decline at 1.4 percent per year for the next 17 years due to more efficient power plants, statewide efforts to reduce GHG emissions, and use of power generation resources that produce little to no carbon emissions. The Proposed Project's CALEEMod estimated annual gas demand is 337.60 therms, The Proposed Project's estimated annual gas consumption compared to the 2021 annual natural gas consumption of the overall Commercial Sector in the SoCalGas Planning Area would account for approximately 0.0000387% percent of total natural gas consumption. The Proposed Project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, the existing SoCalGas facilities are expected to meet the increased demand for natural gas.

The Proposed Project would be serviced by AT&T for cable and Verizon for landline requirements. The Proposed Project is not anticipated to require the expansion or construction of new communication systems facilities. Furthermore, the telecommunication lines would be joint trenches with the electricity and natural gas lines.

The Proposed Project is not anticipated to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electrical power, natural gas or telecommunications facilities that could cause significant environmental effects. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

### **Less Than Significant Impact**

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

Water supply to the Project Site would be provided by the Devore Water Company<sup>52</sup>. The Devore Water Company covers about 1.5 square miles in southwestern San Bernardino County. The Devore Water Company is within the San Bernardino Valley Municipal Water District (SBVMWD) service area. The 2020 San Bernardino Valley Regional Urban Water Management Plan (UWMP), in compliance with the UMWP Act, compares the total projected water use with the projected water supply over the next twenty years.<sup>53</sup> According to the UWMP, water supplies are expected to exceed water demand for the next twenty years during normal, dry and multiple dry years.

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<sup>51</sup> <https://ecdms.energy.ca.gov/Default.aspx>. Accessed January 25, 2023

<sup>52</sup> <https://www.sbcounty.gov/>. Accessed December 15, 2022.

<sup>53</sup> <https://specialdistricts.sbcounty.gov/> Accessed December 15, 2022.

The Project Site's current designation is Valley Corridor-Commercial (GH/SP-C/TS). The GH/SP-C/TS land use zone provides sites for retail trade and personal services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. Development of the Project Site for these general commercial uses would be accounted for in SBVMWD's projected water demand.

Therefore, the expected water demand for the Proposed Project would be as expected SBVMWD's projected water demand for the Project Site. Water supplies would be sufficient to serve the Proposed Project and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

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

The Proposed Project would not require use of a wastewater treatment plant but would utilize an on-site septic system. Since the Proposed Project would not connect to an existing wastewater treatment facility, no impacts are identified or anticipated, and no mitigation measures are required.

#### **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?*

The Mid-Valley Sanitary Landfill is located at 2390 Alder Avenue, Rialto and encompasses 498 acres, and its maximum permitted capacity is 101.3 million cubic yards. It has a maximum permitted throughput of 7,500 tons per day. As of June 30, 2019, it has a remaining capacity of 61,219,377 cubic yards. The Proposed Project is approximately 5.3 miles north of the Mid-Valley Landfill. The Proposed Project includes an 1,848 square foot convenience store with a connected 1,057 square foot drive-thru restaurant. According to CalRecycle's estimated solid waste generation rates for commercial projects, the Proposed Project would generate approximately 210.6 pounds of solid waste per day, or approximately 0.1053 tons per day, based on 10.53 pounds per employee per day which accounts for customers and employees of the establishment.<sup>54</sup>

Waste generated from the Proposed Project is not expected to significantly impact solid waste collection systems. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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<sup>54</sup> <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates> Accessed April 25, 2025.



### Less Than Significant Impact

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

Burrtec is the franchise waste hauler for the general area. The purpose of California Assembly Bill 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills by recycling. It mandates businesses and public entities generating 4-cubic yards or more of trash to establish and maintain recycling services. County of San Bernardino, Department of Public Works, Solid Waste Management Division reviews and approves all new construction projects which are required to submit a Construction and Demolition Solid Waste Management Plan (waste management plan).

A project's waste management plan is to consist of two parts which are incorporated into the Conditions of Approval (COA's) by the County of San Bernardino Planning and Building & Safety divisions. As part of the plan, projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Additionally, projects must provide the amount of waste that would be diverted and disposed of. Disposal/diversion receipts or certifications are required as a part of that summary.

The mandatory requirement to prepare a Construction and Demolition Solid Waste Management Plan would ensure that impacts related to construction waste would be less than significant. The Proposed Project would comply with all federal, State, and local statutes and regulations related to solid waste. Solid waste produced during the construction phase or operational phase of the Proposed Project would be disposed of in accordance with all applicable statutes and regulations. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

### Less Than Significant Impact

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

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

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/>            |

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**SUBSTANTIATION:**

***County of San Bernardino Countywide Plan; CalFire VHFHSZ in LRA***

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

The Project Site does not contain any emergency facilities.<sup>55</sup> It is located within a Very High Fire Hazard Severity Zone.<sup>56</sup> The I-215 and the I-15 freeway are both evacuation routes within the Valley Region of the County.<sup>57</sup> The Project Site is adjacent to Cajon Boulevard (Historic Route 66) and approximately 0.12 miles north of the I-215. The Project Site is adjacent to Glen Helen Parkway and is approximately 0.43 miles west from the I-15. The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant. As part of the development of the Project, improvements to Glen Helen Parkway and Cajon Boulevard (Historic Route 66) would be installed. Therefore, it would facilitate, rather than interfere with, the use of evacuation routes. Furthermore, adequate on-site access for emergency vehicles would be verified during the County's plan review process. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Operations at the site would not interfere with an adopted emergency response or evacuation plan. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

**Less Than Significant Impact**

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

With no major slopes, elevation on-site ranges from approximately 1,102 feet and 1,109 feet. Therefore, the Project Site is relatively level and approximately ½-mile from the mountain foothills to the north and the south. The Project Site is located within a

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<sup>55</sup> San Bernardino County. Countywide Policy Plan web maps: PP-1 "Critical Facilities." Accessed January 20, 2023.

<sup>56</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions."

<sup>57</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Table 5.8-10 "Evacuation Routes in San Bernardino County."

Very High Fire Hazard Severity Zone<sup>58</sup>. The Project Site is currently vacant and is surrounded by a vacant lot and Devore Fire Station to the north, a vacant lot and a bridge to the west, an existing utility building for Frontier cable and a truck trailer parking facility to the south, and an existing truck trailer parking facility to the east. It is at the intersection of two major interstates. The Proposed Project does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk more than any other commercial use which is allowable for the Project Site. Due to the high risk of wildfire within the Project Site due to its location, the Proposed Project is subject to review and approval from the San Bernardino County Fire Marshal. All new construction shall comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore, less than significant impacts are identified or anticipated, and mitigation measures are required.

### **Less Than Significant Impact**

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

The Proposed Project is the development of a gas station (including truck fueling), convenience store with attached drive-thru restaurant, landscaping, and passenger vehicle parking spaces. It does not include the installation or maintenance of associated infrastructure that would exacerbate fire risk. Implementation of the Proposed Project would reduce the risk of wildfires by eliminating ruderal grasses and providing hardscape. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

### **No Impact**

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

Elevations on the Project Site range from 1102 feet to 1109 feet. Therefore, the Project Site is not subject to post-fire slope instability. The Project Site is not within a 100-Year Federal Emergency Management Agency (FEMA) flood zone, 100-year Department of Water Resources Awareness Zone, or a 500-year FEMA flood zone.<sup>59</sup> Moreover, there are no dams, reservoirs, or large bodies of water near the Project Site. Therefore, the Proposed Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope

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<sup>58</sup> San Bernardino Countywide Plan Draft EIR. Hazards and Hazardous Materials. Figure 5.8-4 "Fire Severity and Growth Areas in the Valley and Mountain Regions." Accessed January 20, 2023.

<sup>59</sup> San Bernardino Countywide Plan Draft EIR. Hydrology and Water Quality. Figure 5.9-2 "Flood Hazard Zones in the Valley and Mountain Regions."

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instability, or drainage changes. No significant impacts are identified or anticipated, and no mitigation measures are required.

**Less than Significant Impact**

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

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

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
- a) *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?*

A General Biological Resources Assessment (BRA), dated July 11, 2022, was prepared for the Proposed Project by RCA Associates, Inc. No State and/or federally listed threatened or endangered species or other sensitive species were observed on-site during the field investigations. In addition, there are no documented observations of these species either on the Project Site or in the immediate area. The Project Site is not expected to support populations of the Burrowing owl or San Bernardino Kangaroo rat based on the absence of habitat, suitable burrows, or signs. According to the California Natural Diversity Database (CNDDDB 2022), no sensitive habitats (e.g., sensitive species, critical habitats, etc.) have been documented in the immediate area and none

were observed during the field investigation. No sensitive habitats (wetlands, vernal pools, critical habitats for sensitive species) were observed on the site during the field investigation. At the time of the field investigation, there was minimal suitable nesting habitat on and around the property for nesting birds. Implementation of Mitigation Measures BIO-1 is recommended to reduce potential impacts to nesting birds to less than significant.

A Phase I Cultural Resources Survey, dated July 18, 2022, was prepared for the Proposed Project by Brian F. Smith and Associates, Inc. (BFSA). An archaeological records search was completed by California State University, Fullerton, and South-Central Coastal information Center (June 20, 2022). The Project Site yielded no physical evidence of prehistoric archaeological resources, historic archaeological resources, built environments (standing structures), or ethnic resources. However, cultural resources have the potential to occur anywhere. Implementation of Mitigation Measures CR-1 and CR-2 would ensure that the Proposed Project would not result in a significant impact.

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

- b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

Cumulative impacts are defined as two or more individual 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:

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

The Proposed Project would generate approximately 9,678.8 MTCO<sub>2</sub>e per year and would exceed the County screening threshold of 3,000 MTCO<sub>2</sub>e. Therefore, project operational activities were evaluated compared to the San Bernardino County GHG Reduction Plan Screening Tables. Mitigation Measure GHG-1 shall be implemented to ensure that operational emissions comply with the County's GHG Plan.

Impacts identified in this Initial Study can be reduced to a less than significant impact. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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

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

The development of the Proposed Project would not cause adverse impacts on humans, either directly or indirectly. Devore, as is the case for most of Southern California, is located within a seismically active region. As stated in the soils report, the San Jacinto Fault is approximately less than two miles from the Project Site. Although the potential for rupture on-site cannot be dismissed, it is considered low due to the absence of known faults within the immediate vicinity. Nonetheless, the Proposed Project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department.

All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community, or its inhabitants. At a minimum, the project would be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval would further ensure that no potential for adverse impacts would be introduced by construction activities, initial or future land uses authorized by the project approval.

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

### **Less Than Significant Impact**

**Therefore, no significant adverse impacts are identified or anticipated with incorporation of mitigation measures.**

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Cultural Resources Study for the Glen Helen and Cajon Gas Station Project, San Bernardino County, California APN 349-182-11, Brian F. Smith and Associates, Inc., July 18, 2022, rev. July 8, 2025 (Appendix C)

Geotechnical Engineering Report Proposed Fueling Station and Market Cajon Blvd, Glen Helen, CA APN: 0349-182-11-0000, January 30, 2022. (Appendix D)

Addendum-1: Pavement Structural Sections Proposed Fueling Station and Market, Cajon Blvd., Glen Helen, CA APN 0349-181-11-0000, Geo-Cal, Inc., July 18, 2022 (Appendix D-1)

Paleontological Assessment for the Glen Helen and Cajon Gas Station Project, San Bernardino County, California APN 349-182-11, Brian F. Smith and Associates, Inc., July 18, 2022 (Appendix E)

Preliminary Hydrology and Hydraulic Report for Glen Helen Gas Station South of Intersection of Glen Helen Parkway and Cajon Blvd San Bernardino, CA 92410 APN 0349-182-11, Sake Engineers, Inc., June 2022 (Appendix F)

Water Quality Management Plan for APN 0349-182-11, Sake Engineers Inc., June 30, 2022 (Appendix G)

Water Will Serve Letter by Devore Water Company dated September 19, 2023 (Appendix H)

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Glen Helen & Cajon Gas Station Traffic Impact Analysis, Ganddini Group, April 21, 2023, updated  
July 3, 2024. (Appendix I)