

**County of San Bernardino
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:

APN(s): 0537-161-19	USGS Quad: Yermo QUADRANGLE
Applicant: Elevated Entitlements LLC.	Lat/Long: 34°54'28.16"N / 116°50'3.46"W
	T, R, Section: S1 T9N R1E

Project No: 2022-00216	Community Plan: Yermo, CA
Staff: Delanie Garlick	LUZD: RL

Rep Elevated Entitlements, LLC

Proposal: An EV charging station provider is proposing the construction of an electric vehicle charging station, shopping center, and drive-thrus at the vacant property located at APN: 0537-161-19 in the City of Yermo.

PROJECT CONTACT INFORMATION:

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

Contact person: Delanie Garlick	
Phone No: (760) 217-2474	Fax No: (909) 387-3223
E-mail: Delanie.Garlick@lus.sbcounty.gov	

PROJECT DESCRIPTION:

Summary

The proposed project involves the development of a 12.46-acre vacant parcel located off Calico Boulevard in the Yermo Community, currently zoned Rural Living (RL). The applicant is requesting the following entitlements to facilitate the development of a future commercial shopping center:

- Initial Study Mitigated Negative Declaration (ISMND)
- Zone Change from Rural Living (RL) to Commercial Highway Planned Development (CHPD)
- Tentative Tract Map
- General Plan Amendment

The project envisions a commercial shopping center that will include nine (9) standalone retail structures, of which five (5) are proposed as drive-thru establishments. Tenants for these retail spaces have not been identified at this time. The development also includes the installation of EV superchargers with supporting AC and DC equipment, associated parking areas, landscaping, drainage improvements, public right-of-way improvements and internal circulation improvements.

Site Access and Utilities:

The project will be accessible via five (5) driveways along Calico Boulevard, with an additional connection to the existing Eddie World development to the east.

- Water Service: Provided by Liberty Utilities
- Wastewater: Treated through an onsite septic system
- Power Supply: Served by Southern California Edison (SCE), supplemented by onsite rooftop and carport-mounted solar energy systems

Zone Change and General Plan Amendment:

The proposed project includes a request for a zone change and General Plan amendment to designate the site as Commercial Highway Planned Development (CHPD). This land use designation and zoning classification are intended to accommodate a broader range of commercial uses that are consistent with the community's evolving economic needs.

By transitioning the site to CHPD, the project will enable the introduction of much-needed commercial development in an area that is currently underserved. This change will create new opportunities for retail, services, and employment-generating uses that can improve local access to amenities, reduce travel distances for residents, and contribute to a more vibrant and self-sustaining local economy.

The CHPD designation also allows for site-specific planning through a development plan that ensures high standards for design, landscaping, access, and compatibility with surrounding uses. This flexibility supports the implementation of a well-integrated commercial corridor that reflects community character while promoting strategic growth and reinvestment in the area.

Planned Development:

To promote a streamlined and flexible development and operations framework, the applicant proposes to subdivide the site into individual legal parcels corresponding to each building and associated parking area. This parcelization approach is intended to facilitate more effective site management, leasing flexibility, and long-term operational efficiency.

Creating independent parcels allows for a broader mix of potential tenants and user types, enabling the developer to structure lease agreements tailored to the specific needs of each occupant. This can enhance the marketability of the site, attract a wider variety of commercial or institutional tenants, and support a dynamic mix of uses over time.

This strategy enables better alignment of ownership and maintenance responsibilities, supports phased development or redevelopment, and ensures that each parcel can be independently financed, managed, or transferred if needed. These factors contribute to a more resilient and adaptable development pattern, consistent with smart growth principles and long-term planning objectives.

The proposed subdivision will comply with all applicable zoning and subdivision standards and is designed to enhance both the functionality of the site and the City's broader goals for economic development, land use flexibility, and high-quality urban design.

Subdivision:

The project includes a Tentative Tract Map to subdivide the existing parcel into 13 individual parcels. This subdivision is intended to streamline leasing and property maintenance. No buildings will cross parcel boundaries, and all parcels will have full legal and physical access, avoiding any landlocked conditions. The site will continue to function as an integrated commercial center.

Phasing (Figure 5):

The project will be developed in five (5) phases, with each phase anticipated to require approximately two to three years to complete. The interval between phases will be determined based on market conditions, tenant demand, infrastructure readiness, and permitting timelines.

Phase 1: Initial Site Development

- Development of 72 surface parking stalls (standard or EV-capable).
- Installation of approximately 72 electric vehicle (EV) chargers.
- Installation of drainage improvements and detention basins along the southern property line.
- Construction of a solid block wall along the southern boundary for screening and security.
- Installation of a new four-way stop sign at the intersection of Telstar Court and Calico Road (required as a project condition).
- Relocation of the existing Eddie World driveway to align with the new four-way stop sign.

Phase 2: Initial Commercial Development

- Development of 182 surface parking stalls (standard or EV-capable).
- Construction of commercial building pads “A”, “B”, and “C”.
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 3: Central Site Development

- Construction of commercial building pads “D” and “I”.
- Development of 146 surface parking stalls (standard or EV-capable).
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 4: Central Site Development

- Construction of commercial building pads “E”, “F” and “H”.
- Development of 102 surface parking stalls (standard or EV-capable).
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 5: Final Commercial Development

- Construction of commercial building pads “G”.
- Development of 22 surface parking stalls (standard or EV-capable).
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 6: Final Parking Installation

- DG proposed for this phase. Parking to be determined at a later date.
- Construction of street improvements and landscaping along entire phase.

General Phasing Guidelines

Each development phase will be independently responsible for completing all required on-site and adjacent off-site improvements within the boundaries of that phase. This includes, but is not limited to:

- Installation of landscaping and public right-of-way enhancements along the perimeter of the phase
- Construction of sidewalks, curbs, and pedestrian connectivity features
- Installation of all paving, striping, signage, and wayfinding elements necessary to establish functional vehicular and pedestrian circulation within that phase

This phased approach ensures that each segment of the project operates as a self-contained and functional unit upon completion, while preserving consistency with the approved sitewide development plan. It also minimizes disruption to future construction phases and surrounding parcels and facilitates orderly build-out in

alignment with the City's infrastructure, safety, and design requirements.

All improvements will be reviewed and approved by the appropriate City departments to ensure compliance with applicable codes, standards, and long-term planning goals.

Site Improvements Requests:

The applicant is proposing two design standard modifications:

1. Reduction in the required landscaping to approximately 76,000 square feet, representing 15% of the total site area
2. Reduction in street-side setbacks from 15 feet to 10 feet

Additional improvements include:

- A 6-foot CMU block wall along the southern property line to buffer adjacent single-family residential uses.
- Shielded lighting along the southern boundary to reduce light spillover onto sensitive uses.
- 28- and 30-foot-wide drive aisles to facilitate circulation.
- Installation of a new four-way stop sign at the intersection of Telstar Court and Calico Road (required as a project condition).

Operations and Maintenance:

- Hours of Operation: The site will operate 24 hours a day, 7 days a week.
- Parking: A total of 524 parking stalls are proposed, including 72 EV charging stalls in Phase I with accessible configurations.
- Retail Space: The project will provide 40,670 square feet of retail space suitable for shops, coffeehouses, and restaurants. Staffing levels will vary by tenant.
- Waste Management: Refuse will be stored in County-approved enclosures and collected by Burrtec Waste Industries.
- Landscaping and fire safety will be maintained by on-site property management. Vegetation is sparse, with low wildfire fuel potential, and fire clearance will be regularly maintained.

EV Charging Station Operations:

The EV charging facility is intended to serve passenger vehicles, including those visiting the shopping center and travelers on Interstate 15. No commercial truck (16-wheeler) charging is proposed. The station will be:

- Remotely monitored 24/7 by a network operations center
- Maintained by technicians for routine and emergency service
- Supported by Southern California Edison for infrastructure maintenance

Occasional use of maintenance vehicles, including trucks, forklifts, and heavy-haul transport equipment, may be required for servicing and replacement.

Surrounding Land Use and Zoning:

The project site and adjacent parcels are governed by the San Bernardino County

General Plan and Development Code. The site is currently zoned Rural Living (RL), consistent with most surrounding parcels. However, a portion of land to the northwest is designated as Resource Conservation (RC).

Table 1 Existing Land Use and Land Use Zoning Districts

Location	Existing Land Use	Land Use Zoning District
Project Site	Vacant Land	RL- Rural Living
North	Vacant Land	RL- Rural Living
South	Single-family Residential	RS- Single Residential
East	Commercial Property	CH- Highway Commercial
West	Vacant Land	RL- Rural Living

Project Site Location, Existing Site Land Uses and Conditions

The EV Charging Provider’s Project is proposed at APN: 0537-161-19 off Calico Blvd, in the County of San Bernardino California. The 12.46-acre parcel is zoned Rural Living (RL) per the County of San Bernardino Development Code. The project site is generally flat with slopes less than 5% with minimal native vegetation, and no known animal habitats, or historical features. There are no defined watercourses on the site.

Figure 1 Project Site – Land Use Designation

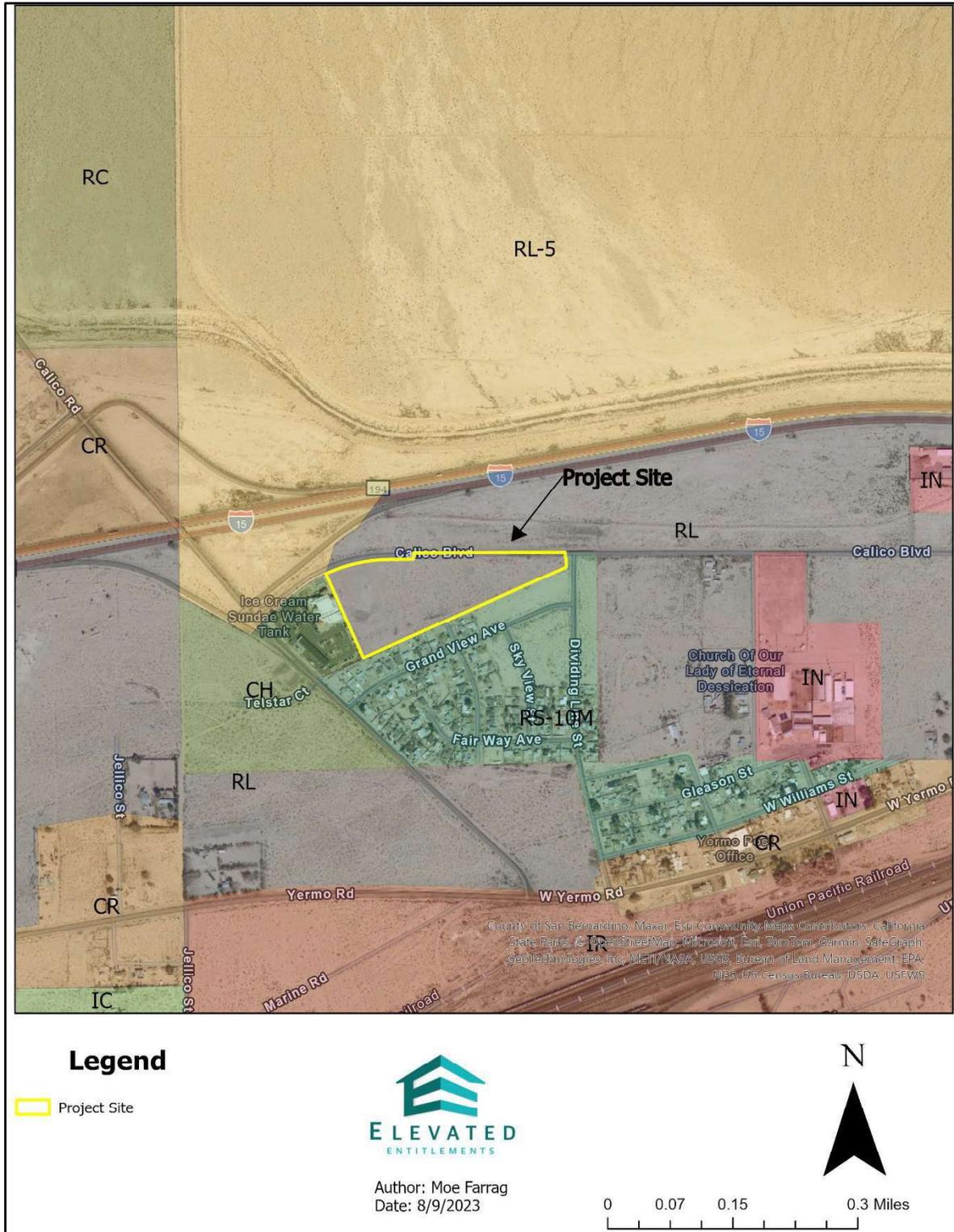


Figure 2 Project Site - Regional Location



Site Photographs

Figure 3 Vicinity Map of Photographs

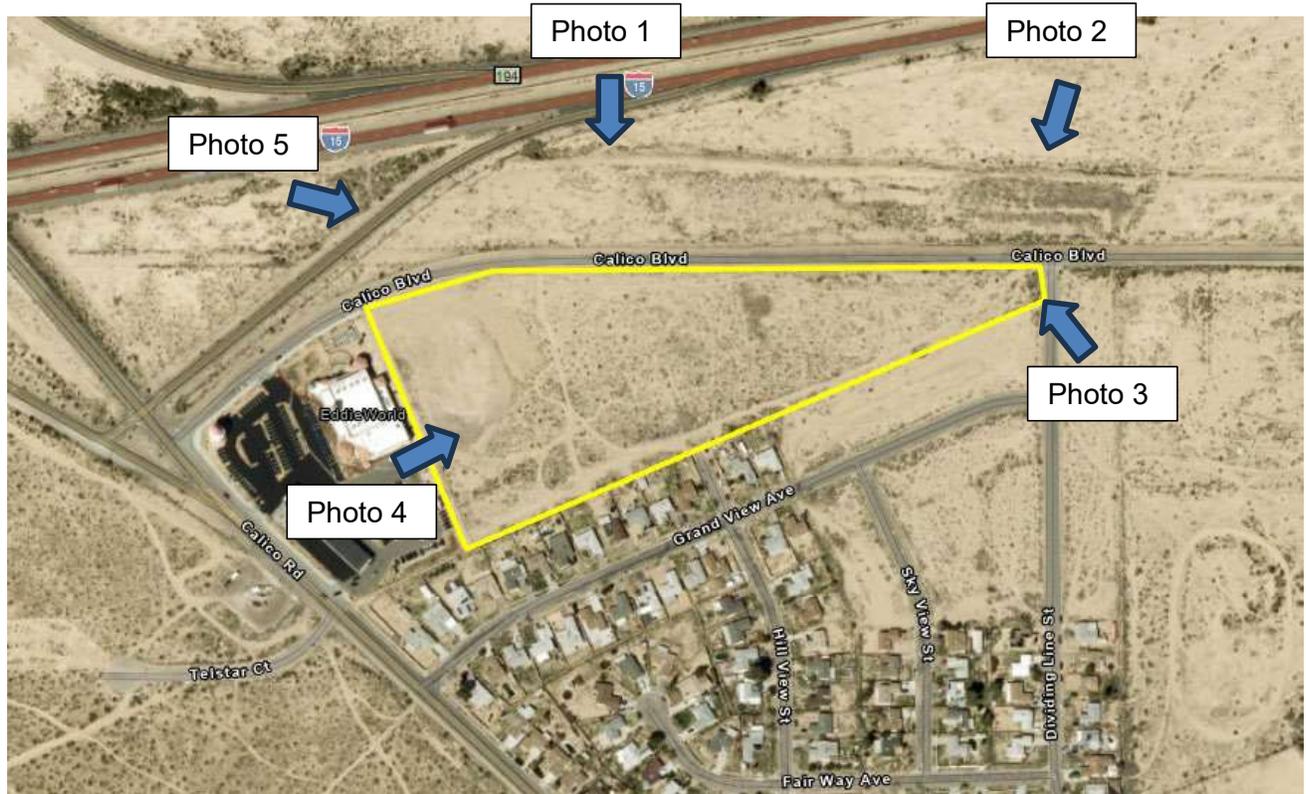


Figure 4: Photographs #1-5 of Project Site

Photograph 1: Viewing the Property from the northwest oriented to the southeast



Photograph 2: Viewing the property from the northeast corner of the lot oriented to the southwest.



Photograph 3: Viewing the property from the southeast corner of the lot oriented to the northwest.



Photograph 4: View from the southwest corner of the lot oriented to the northeast



Photograph 5: View from the northwest corner of the lot oriented to the southeast

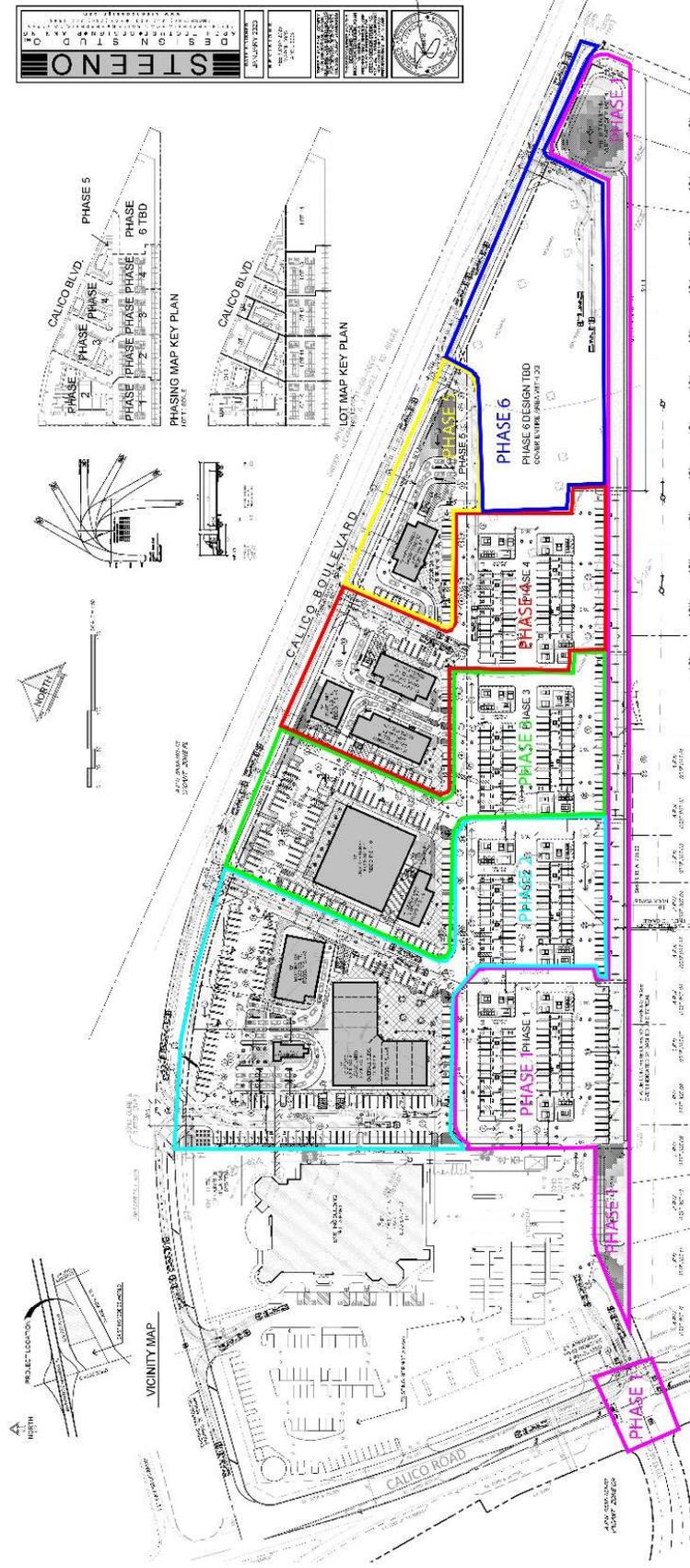


Figure 4 Site Plan Overlay



Figure 5 Proposed Phasing Plan

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ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

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

- Federal: N/A
- State of California: California Fish & Wildlife, Mojave Desert Air Quality Management District (MDAQMD)
- County of San Bernardino: Land Use Services – Building and Safety, Traffic, Land Development Engineering – Roads/Drainage; Public Health – Environmental Health Services; Public Works, Surveyor; and County Fire
- Local: N/A

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

Tribal consultation request letters were sent to the Colorado River Indian Tribes (CRIT), Fort Mojave Indian Tribe (FMIT), Gabrieleño Band of Mission Indians- Kizh Nation (GBMI), Morongo Band of Mission Indians (Morongo), San Gabriel Band of Mission Indians (SGBMI), Yuhaaviatam of San Manuel Nation (YSMN) (formerly San Manuel Band of Mission Indians), Soboba Band of Luiseño Indians (SBLI), and Twenty-Nine Palms Band of Mission Indians (TNPBMI). Response letters were received from Yuhaaviatam of San Manuel Nation (YSMN) (formerly San Manuel Band of Mission Indians) and Twenty-Nine Palms Band of Mission Indians (TNPBMI). The YSMN indicated that “due to the nature and location of the proposed project, and given the CRM Department’s present state of knowledge, YSMN does not have any concerns with the project’s implementation, as planned, at this time. However, they requested that standard mitigation measures be incorporated into project approvals. Formal consultation was requested by the TNPBMI which was coordinated by the lead agency and tribe representative. The resulting recommended mitigation and monitoring measures have been added to *Section V Cultural Resources* and *Section XVIII Tribal Cultural Resources* of this document.

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. The format of this Initial Study is presented as follows. The project is evaluated based on its potential effect on twenty 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:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant 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:(Aron Liang, Supervising Planner)

Date

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
I. AESTHETICS – 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, 2020; Submitted Project Materials**

- a) **Less than Significant Impact.** The proposed project is located within an area where most of the surrounding parcels to the north and east are vacant and undeveloped. The parcels to the south are single-family homes and to the west there is a gas station. According to the Countywide Plan the I-15 Highway is a scenic highway. The proposed project, however, is over 300 feet from the I-15 and is buffered by vacant parcels in between. Additionally, the abutting parcel to the proposed project is currently developed as a commercial gas station which already breaks the continuous desert view. Finally, directly south of the project site there is currently a single-family home community. Thus, scenic vista is already impacted in this area and therefore, the project would have a less than significant impact.
- b) **Less than Significant Impact.** Although the site is not adjacent to a County-designated Scenic Highway, it is located adjacent to a State Scenic Highway as defined by Caltrans. The project site is already bordered by existing development to the south and west, and the scenic vista in this area is already partially impacted. As a result, the proposed development would not introduce significant new visual intrusion or further degrade views from the designated scenic highway.

In addition, biological and cultural resource surveys confirmed that no protected trees, rock outcroppings, or historic structures are present on the project site. Accordingly, the proposed project would not substantially damage scenic resources, including but not limited to trees, rock outcroppings, or historic buildings.

Therefore, the project would result in a less-than-significant impact on scenic resources.

- c) **Less than Significant Impact.** CEQA defines “Urbanized area” as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile.” Cal. Code Regs. tit. 14 § 15387. The proposed project would not fall within the criteria of an urbanized area as the community has a population of less than 50,000 and there are not 1,000 persons per square mile. The proposed project is similar in character to the existing commercial uses in the immediate vicinity of the site. Additionally, the project site abuts an existing single-family community to the south. As both the neighboring parcels are already developed the development of the proposed project would not cause substantial impacts to the quality of public views. As such, the proposed project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.
- d) **Less than Significant Impact.** The proposed project would include light sources from commercial buildings, parking lot lighting and landscape lighting. The parking lot lighting will be shielded to protect the single-family homes from light pollution. Additionally, all proposed development must comply with San Bernardino County Code (SBCC) Chapter 83.13 Sign Regulations and SBCC§ 83.07.030 “Glare and Outdoor Lighting – Desert Region”, which includes light trespass onto abutting residential properties, shielding, direction, and type. Adherence would result in a 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
II.	AGRICULTURE AND FORESTRY RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Important Farmlands Overlay):
San Bernardino Countywide Plan 2020 and; California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials

- a) **No Impact.** According to the California Department of Conservation, Farmland Mapping and Monitoring Program, the proposed site is not within an area identified as Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. As proposed, the project would not convert Farmland to non-agricultural use as there is no such use present on the site. Therefore, no impacts would occur.
- b) **No Impact.** The proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. The proposed project site is currently zoned residential and is requesting a zone change to commercial. Furthermore, the County General Plan does not map the proposed site nor neighboring sites for agricultural use. Finally, the proposed project site is not under a Williamson Act contract. Therefore no impacts would occur, and no further analysis is warranted.
- c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. The proposed project area has never been designated as forest land or timberland because the site is within the desert region which does not contain forested lands. Therefore, no impacts would occur.
- d) **No Impact.** The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use. The proposed project site is within the desert region of the County and does not contain forested lands. Therefore, no impacts would occur.
- e) **No Impact.** The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland into non-agricultural use. The proposed project site does not contain forested lands and is currently vacant desert land. Therefore, no impacts would occur.

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>
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management 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 Mojave Desert Air Quality Management Plan, if applicable): ***Air Quality Study for 36017 Calico Road, Yermo, CA., Elevated Entitlements, December 13, 2023; California Emissions Estimator Model (CalEEMod; Version 2022.1.1.21); Mojave Desert Air Quality Management District 2017 (MDAQMD); San Bernardino County General Plan, 2007; Submitted Project Materials***

The project falls under the jurisdiction of the Mojave Desert Air Quality Management District (MDAQMD) and is located in the Mojave Desert Air Basin (MDAB). The Air Quality Management Plan (AQMP) aims to obtain attainment status for key monitored air pollution standards, based on current and future air pollution emissions resulting from employment and residential growth projections. To develop the AQMP, various agencies' General Plans and other projections for population and employment growth are taken into consideration. During project construction, emissions with regional effects are calculated using the California Emissions Estimator Model (CalEEMod); Version 2022.1.1.28 and would not exceed criteria pollutant thresholds established by the MDAQMD.

The project is expected to have a minimal impact on the air quality of the area and would produce relatively few emissions during construction (an eighteen-month period) and negligible emissions during operation. In addition, the development of electrical vehicle charging stations is expected to produce cumulative and regional environmental benefits. Table 1 below presents the regional air quality significance thresholds.

Table 1:

Estimated Annual Construction Emissions (Annual, Unmitigated) tons/year

EMISSION SOURCE	ROG	NOx	CO	SOx	PM10	PM2.5	CO2e
Regional Significance Criteria	25	25	100	137	15	12	100,000
Project Construction Emissions	0.52	3.165	3.795	0.135	0.405	0.235	708.22
Significant?	No	No	No	No	No	No	No

Table 2

Project's Contribution to Criteria Pollutants in the Mojave Desert Air Basin

EMISSIONS SOURCE	ANNUAL EMISSIONS (TONS/YEAR)						
	VOC	NOx	CO	SOx ³	PM10	PM2.5	CO2e
Construction Emissions ¹	0.52	3.165	3.795	0.135	0.405	0.235	708.22
Operation Emissions ¹	0.21	0.01	0.17	<0.005	<0.005	<0.005	236
Total Project Emissions ¹	0.73	3.175	3.965	0.140	0.410	0.240	944.22
Total Emissions in Air Basin ²	22,192	27,375	45,004.5	912.5	27,484.5	6,935	N/A
Project's Percent of Air Emissions	0.003%	0.012%	0.009%	0.015%	0.001%	0.003%	N/A

Notes:

1. From the Project's total emissions estimated in CalEEMod.
2. Source: California Air Resources Board, 2023. Tons per year, 2020.
3. SO2 results from CalEEMod are reflected under SOx.

a) **Less than Significant Impact.** As shown in **Table 1**, emissions from construction of the proposed project would be below MDAQMD air quality significance thresholds for all pollutants. Based on this, the proposed project would not be expected to conflict with or obstruct the implementation of the AQMP. There would be no expected conflict or obstruction of any air quality plans. Most of the polluting emissions would be produced during the construction period where earthmovers, delivery trucks, and personal vehicles would be used during the construction phase. These emissions would be in the form of exhaust and dust. The amount of exhaust associated with the proposed project would be negligible compared to the yearly exhaust levels of San Bernardino County.

The proposed project is located within the MDAQMD which is non-attainment for ozone and PM₁₀. The MDAQMD has adopted federal attainment plans (1995 for PM₁₀ and 2004 for ozone) for these two pollutants. The proposed project is expected to generate minor particulate and ozone precursors during the approximately eighteen-month construction period as shown in the Elevated Entitlements Air Quality Study¹. However, these would be less than or roughly equal to pollutants generated by other land uses for this property such as farming (farrowing, plowing, etc.). Best Management Practices for the proposed project shall include the use of water trucks to reduce particulate emissions during construction. In addition, in accordance with MDAQMD Rule 403 and County Code § 83.04.080 a Dust Control Plan shall be developed and submitted to County and MDAQMD for review and approval prior to the issuance of a grading permit and/or land disturbance.

b) **Less than Significant Impact** The project would not exceed MDAQMD significance thresholds for ozone precursors pollutants, VOC and NOx, as well as PM10 and PM2.5 for which the MDAB is in non-attainment. Additionally, the project will generate approximately 2,071 trips per day according to DEA traffic study¹¹. However, as the site is primarily an EV Charging Station, the majority of these stops will be from electric vehicles. The CalEEMod analysis evaluated the project using the 2,071 direct trips calculated in the DEA traffic study rather than allowing the software to estimate based on the square footage. The results of the CalEEMod analysis show that the project would not exceed MDAQMD thresholds. Thus, the project emissions would not be cumulatively considerable, and impacts would be less than significant.

c) **Less than Significant Impact.** Sensitive receptors are defined as populations that are more susceptible to the effects of pollution than the population at large. The MDAQMD identifies the following as sensitive receptors: residences, schools, daycare centers, playgrounds, and medical facilities. The project is bordered by residential homes to the south. All pollutant levels for the project are below the significance thresholds as defined by MDAQMD and CalEEMod. The only potential impacts on the surrounding sensitive receptors would be dust pollutants during the construction phase. To mitigate any potential impacts a Dust Control Plan shall be developed and submitted to the County and MDAQMD for review and approval prior to issuance of a grading permit and/or land disturbance as required by MDAQMD. Overall, the project would not expose any sensitive receptors to substantial pollutant concentrations, and a less than significant impact would occur.

d) **Less than Significant Impact.** During construction, diesel equipment operating at the site may generate some nuisance odors; however, due to the temporary nature of construction, odors associated with project construction would not be significant. Additionally, in conformance with California Law (2449(c)(24), idling in excess of five consecutive minutes will not be allowed on the project site.

Land uses associated with odor complaints include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting activities, refineries, landfills, dairies, and fiberglass molding operations. These land uses are not proposed for this project. Additionally, all the commercial uses are located opposite of the sensitive uses minimizing any potential impacts. Overall, odor impacts would be less than significant.

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
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands as (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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

a) **Less than Significant Impact.** An inventory of vegetation types and species present within the entire study area was completed by Rico Ramirez, using a general reconnaissance-level biological survey conducted on May 13th, 2023². The entire project area was surveyed on foot. The survey consisted of meandering transects spaced at about 50 feet and a perimeter survey.

City and County General Plans and development ordinances may include regulations or policies governing biological resources. For example, policies may include tree preservation, locally designated species survey areas, local species of interest, and significant ecological areas. According to Rico Ramirez' Biological Assessment Report² (2023) the project site contains Mojave creosote sage brush habitat throughout the project area. There are suitable habitats for four plants, and two wildlife species. The study area supports a plant community type classified as Mojave monkeyflower (*Diplacus mohavensis*), Beaver Dam Bread root (*Pediomelum castoreum*), Parish's phacelia (*Phacelia parishii*), and Creamy Blazing star (*Mentzelia tridentata*). All of which are considered protected with a 1B.2 or 1B.3 status. The project site also supports habitat for Desert Iguana (*Disposaurus dorsalis*) and Desert kit fox (*Vulpes macrotis arsipus*) which are not protected. Nearly all the perennial vegetative cover is creosote shrubs (*L. tridentata*) with an average height between five and six feet. Scattered xerophytic shrubs such as white bursage (*Ambrosia dumosa*) grow in the open spaces between creosote clumps. Both the creosote shrubs (*L. tridentata*) and white bursage (*Ambrosia dumosa*) are not protected.

Construction-related disturbances will occur within areas mapped in **Figure 7**. This vegetation community type is regionally widespread and common in the area. The loss of this community in degraded condition will not substantially alter the environment with respect to the amount of plant community type available in the region. As the development of the project is implemented throughout the local landscape, it can be expected that these plants and their habitat will become increasingly disturbed and isolated, even if the project does not occur.

with the project Biologist to minimize the risk of violating the Migratory Bird Treaty Act (MBTA). If nesting bird(s) are discovered, then the project Biologist will recommend a buffer of 150 ft. for songbirds and a buffer of 500 ft. for raptors during all phases of construction. Nesting birds are protected under the MBTA and cannot be impacted by construction activities, including but not limited to noise, dust pollution, and habitat disturbance.

- No work shall commence until the vegetation to be removed has been surveyed for nesting birds, desert tortoise, desert wildlife and has been cleared by the project Biologist two-weeks prior to construction.
- If any species of concern are observed during construction activities, all work shall immediately cease, and the project Biologist shall be immediately notified. Work shall not resume until clearance is given by the project Biologist.
- This project shall employ all appropriate Storm-water and Erosion Control Best Management Practices (BMPs) during construction, and these must be incorporated into the project specifications. Prior to the start of construction all drain inlets must be protected with BMPs to prevent construction materials and debris from entering drainages. Therefore, this project has very little potential to create water quality impacts. Temporary construction BMPs that may be required include: wind erosion control, sediment tracking control, street sweeping and vacuuming, stabilized construction roadway, spill prevention control, solid waste management, hazardous waste management, sanitary/septic waste management, material delivery and storage, material use, vehicle and equipment cleaning, vehicle and equipment fueling, and vehicle maintenance.
- If the project scope should change for any reason, the project Biologist shall be notified immediately to determine whether current environmental documentation is adequate.

b) **Less than Significant Impact.** This 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 California Department of Fish and Game or United States Fish and Wildlife Service. No wildlife species were observed during the site visit. To confirm that no biological or riparian resources have occurred, the Regulatory Measure below shall be implemented. Anticipated project activities include grading the area, paving, trenching and work associated with commercial development.

- A pre-construction survey shall be conducted within fourteen days prior but no greater than thirty days prior to ground disturbing activities. If project activities cease for more than a thirty-day period, then another pre-construction survey must be conducted for the clearance of special-status reptiles.

c) **No Impact.** This project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland. There are no defined watercourses on the site as confirmed through USFW *Wetlands Mapper*, as well as the Rico Ramirez Biological report. Therefore, no impacts would occur.

- d) **No Impact.** Due to the absence of sensitive biological species as described in the biological reports prepared by Rico Ramirez², the project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, because there are no such corridors or nursery sites within or near the project site. Therefore, no impacts would occur.
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- e) **Less than Significant Impact.** The proposed project will impact no more than 12.46 acres of Creosote bush and white bursage scrub. Upon implementation of the proper avoidance measures provided herein, there will be minimal effects to sensitive biological and natural resources listed under the Endangered Species Act. Based on literature review and survey results, it has been concluded that the proposed project would result in minimal to no effects to special status species, including state or federally endangered and/or state or federal threatened species. There will be no effects on any sensitive plant communities or designated critical habitat because of this project location. No resource agency permits are anticipated for the development of the proposed project. This project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, impacts would be less than significant.
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- f) **No Impact.** This project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. Therefore, no impacts would occur.
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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
V. CULTURAL RESOURCES - Would the project:				
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"/>

SUBSTANTIATION: (Check if the project is located in the Cultural or Paleontological Resources overlays or cite results of cultural resource review): ***Phase I Archaeological Assessment for the EV Charging Provider's Expansion Project, BFSA Environmental Services, January, 2024; Research Design for Phase II Evaluation Excavations within a Portion of CA-SBR-6023H for the EV Charging Provider's Project, Duke CRM, May, 2024; Phase II Evaluation within a portion of CA-SBR-0623H, Duke CRM; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; San Bernardino County General Plan, 2007; Submitted Project Materials***

- a) **Less than Significant Impact with Mitigation Incorporated.** The South-Central Coastal Information Center (SCCIC) received the records search request for the project's development footprint area. The Phase I Cultural Resources Survey report prepared by BFSA⁸ reflects the results of the records search for the project area and a 1-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. The records search identified 15 historic resources recorded within a one-mile radius of the subject property. Of the previously recorded resources, one (SBR-6023H, a large historic trash scatter) extends along Calico Boulevard. Three distinct loci (A,B, and C) were identified in the survey, with loci B having the heaviest concentration of site SBR-6023H. As site SBR-6023H had not been tested or evaluated for significance, BFSA recommended that the site be tested and evaluated for eligibility to California Register of Historical Resources (CRHR) under CEQA criteria. In addition, the Native American Heritage Commission (NAHC) was contacted to request a review of their Sacred Land File (SLF). An SLF search requested from the Native American Heritage Commission (NAHC) was returned with negative results.
- In September 2024, Duke CRM completed their Phase II evaluation⁹ of the proposed cultural resources within the project site and findings from the BFSA Phase I. Intensive survey and Shovel Test Pits (STP) and Shovel Scrapes (SS) excavations failed to locate substantive, intact cultural deposits meeting CRHR criteria. The sample evidenced highly fragments glass and ceramic but lacked whole vessels indicative of intact historic era deposits. Findings correspond to previous observations concerning the content of CA- SBR-6023H as described by Gonzalez and Apple (1987) and BFSA (2024). Loci B and C were within the previously defined site boundary. As a result of sample, the site boundary is expanded to include Locus A (Figure 11, see Appendix A out of the Phase II Duke CRM Cultural Study).

Duke CRM recommended that the portion of CA-SBR-6023H within the project area does not meet the criteria for inclusion in the CRHR. However, the presence of deeply buried archaeological material below the disturbed sediments cannot be ruled out and thus at the request of the mitigation measure **CUL-1** through **CUL-3** shall be implemented. Based on the findings in the Phase I and Phase II studies, the proposed project would not cause a substantial adverse change to the significance of historical resources as defined in Section 15064.5. Thus, impacts would be less than significant with mitigation incorporated.

- b) **Less than Significant Impact with Mitigation.** In the Duke CRM Phase II evaluation excavation, site SBR-6023H (recorded in 1987) was tested and evaluated for CRHR eligibility (Glenn and Duke 2024). A Phase II evaluation research design was submitted to the County on June 19, 2024, and was approved on July 17, 2024. This involved pre-field research, field research, and laboratory research. Pre-field research efforts involved conducting supplementary archival research on the prehistoric and historic use of the project area. This included reviewing maps and previous field reports for the site and surrounding area, as well as coordinating with the San Bernardino County Museum to secure a curation agreement for the collected materials, should any of the loci be determined CRHR eligible. Field research efforts were to include shovel test pits (STPs) and surface scrapes (SS) in addition to surface surveys. STPs were proposed to measure approximately 50 by 50 cm and would be excavated in 20 cm levels in depth. The process would include sifting sediment through 1/8th inch mesh screens and saving all artifacts and ecofacts in labeled bags. In addition, to pre-field and field research, the Duke CRM Phase II would include a laboratory portion that would record the characteristics and/or variation of the material collected in the field. The research and design proposed would maximize testing results and minimize impacts from excavations to the loci.

The September 2024 Duke CRM reported on research and fieldwork proposed in the County-approved research design and found that the research and samples of the three loci identified by BFSA are not associated with events or persons of historical significance in California (Criteria 1 and 2). In addition, the site does not embody the distinctive characteristics of a type, period, region, method of construction, or represents the work of important creative individuals (Criterion 3). Moreover, the samples lack the depth of data necessary to adequately address posited research questions that would be necessary for CRHR eligibility (Criterion 4). Duke CRM recommends that the portions of site SBR-06923H found within the project area do not meet the criteria set forth for inclusion in the CRHR and no further investigation in the area is recommended. Duke CRM Phase II evaluation excavation concluded that cultural resource monitoring during construction is not recommended. However, the potential for deeply buried archaeological deposits beneath the disturbed sediments cannot be entirely dismissed; therefore, Mitigation Measures **CUL-1** through **CUL-3** shall be implemented. Therefore, less than significant impacts would occur with the implementation of mitigation measures **CUL-1** through **CUL-3**.

- c) **Less than Significant Impact with Mitigation.** The project area is located in the vicinity of Native American ancestral lands. Therefore, sensitivity to undocumented subsurface resources related to Native American Tribal cultural heritage within the project area may be inferred. Compliance with mitigation measure **CUL-1** through **CUL-3** described below, and monitoring recommendations would reduce impacts to the inadvertent discovery of human remains to be less than significant.

Mitigation Measures:

CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.

CUL-2: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2025), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

CUL-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
VI. ENERGY – Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: San Bernardino Countywide Plan 2020; Renewable Energy and Conservation Element of the General Plan 2020; California Energy Commission Title 24

- a) **Less than Significant Impact.** Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays. The proposed project would be conditioned to comply with Greenhouse Gas (GHG) operational standards during temporary construction. Construction vehicles will abide by California idling restrictions and limit idling as required by law. Additionally, the proposed development would be built using the latest building code and energy-efficient equipment. This includes but is not limited to L.E.D lights, low flow fixtures, high efficiency HVAC systems, and high efficiency appliances. Adherence would ensure that there would not be a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- b) **Less than Significant Impact.** The County of San Bernardino adopted a Renewable Energy and Conservation Element (RECE) as part of the County’s Countywide Plan dated October 27, 2020. The proposed project would be required to meet Title 24 Energy Efficiency requirements. Adherence would ensure that the project would not conflict with or obstruct the recently adopted RECE or any other state or local plan for renewable energy or energy efficiency. The project’s photovoltaic system (PV) will generate a total of 610.13 kilowatts (kW) of renewable energy for the entire site to mitigate the projects demand on the electrical grid.

Therefore, less than significant 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
VII. GEOLOGY AND SOILS - Would the project:				
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 a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the 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 checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: (Check if project is located in the Geologic Hazards Overlay District): **San Bernardino Countywide Plan, 2020 Hazards Policy Map: HZ-1 Earthquake Fault Zones, Map: HZ-2 Liquefaction and Landslides, Map: HZ-11 Wind Erosion Hazards; California Department of Conservation Earthquake Zones of Required Investigation Submitted Project Materials; California Building Code; Public Resources Code. Geotechnical Engineering Report, Geosoils (April, 2024).**

- a) i) **Less than Significant Impact.** Based on the Geotechnical Engineering Report by Geosoils⁶ the project site is not located within an Alquist-Priolo Earthquake Fault and there are no active faults on or adjacent to the property. Therefore, earthquake resistant design is not recommended. The closest active fault to the site is the Calico Fault located approximately 3 miles to the east. As such less than significant impacts would occur.
- ii) **Less than Significant Impact.** Although there are no faults on or adjacent to the property, there are faults near the site that can cause moderate to intense ground shaking during the lifetime of the proposed development. This is standard and expected within the state of California, conformance with the 2022 California Building Code and recommendations from the County of San Bernardino Geotechnical Approval letter would result in less than significant impacts.
- iii) **Less than Significant Impact.** The project site is not located in an area of high liquefaction susceptibility. However, adherence to California Building Code Seismic Design Standards, Chapter 16: *Structural Design* would further ensure a less than significant impact due to liquefaction.
- iv) **No Impact.** The project site is in a generally level desert area and is not in close proximity to hillsides, foothills or mountains that could have the potential to slide during a ground disturbing event such as an earthquake. Therefore, there no impacts would occur.
-
- b) **Less than Significant Impact.** The proposed project is within a High Erodibility zone according to the County of San Bernardino General Plan Hazards Policy Map: HZ-11 Wind Erosion Hazards. The near surface sandy soils may be subject to water erosion. According to the Geotechnical Engineering Report by Geosoils Consultants Inc⁶. (2024) erosion control measures, when necessary, should be provided by the Contractor during grading and prior to completion and construction of permanent drainage controls. Addition of the EV charging ports in the vacant parcel would help contain much of the erosion of the soil beneath. Therefore, a less than significant impact would occur.
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- c) **Less than Significant Impact.** The project is not identified as being located on a geologic unit or soil that has been identified as being unstable or having the potential to result in on- or off- site landslide, lateral spreading, subsidence, liquefaction, or collapse based on the project location and San Bernardino General Plan Hazards Policy Map: HZ-2 Liquefaction and Landslides⁵. Therefore, a less than significant impact would occur.

- d) **Less than Significant Impact.** The project site is not located in an area that has been identified by the County Building and Safety Geologist as having the potential for expansive soils as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property. Therefore, a less than significant impact would occur.
- e) **Less than Significant Impact.** The project site is already developed with sufficient wastewater treatment systems onsite. The project will be sharing an existing onsite septic system with the neighboring parcel. The existing system is capable of handling up to 16,000 gal/day with the existing facilities using an estimated 2,000 gal/day. As such no further study of onsite soils for this purpose is necessary at this time and therefore, less than significant adverse impacts would occur.

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

SUBSTANTIATION: *Air Quality/Greenhouse Gas Study for Elevated Entitlements, August 11, 2023; California Emissions Estimator Model (CalEEMod; Version 2022.1.1.16); Mojave Desert Air Quality Management District 2017 (MDAQMD); County of San Bernardino Greenhouse Gas Emissions Reduction Plan, September 2011; San Bernardino County General Plan, 2007; Submitted Project Materials*

Construction of the proposed project is anticipated to commence in 2026 and would occur over an estimated 18-month duration. For purposes of this analysis, CalEEMod was used to model construction activities for the full buildout of the project rather than a phased construction schedule; therefore, the modeling outputs reflect the total estimated emissions associated with construction and long-term operation of the project. Greenhouse gas (GHG) emissions were quantified by Elevated Entitlements using project-specific construction and operational data provided by the applicant, along with emission factors and default assumptions contained in the CalEEMod California Emissions Estimator Model. Consistent with CalEEMod methodology, an 18-month construction period and a 50-year operational lifespan were assumed for the GHG analysis.

Project Construction Emissions	708.22
MDAQMD Threshold ¹	100,000
Exceeds Threshold	No

¹Source: <https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000>³

- a) **Less than Significant Impact.** The total project related average annual GHG emissions were determined to not exceed 16,000 metric tons carbon dioxide equivalent per year (MTCO₂e/yr), or 100,000 lbs/day. Based on the results of the CalEEMod Model¹, the project would generate a total of 15,291 metric tons of CO₂e emissions annually from operations with mobile sources included. By adding the amortized construction emissions results with the operational annual CO₂e emissions the project will produce 15,333 metric tons per year over a 50-year period.

This cumulative level is well below the MDAQMD's threshold of 100,000 metric tons of CO₂e emissions for residential and commercial land uses, therefore no significant impact would occur. Construction of the project would generate GHG emissions and maximum daily emissions are shown in **Table 3** above. The project's construction emissions would be below the MDAQMD's daily GHG threshold, therefore, the project would not generate GHG emissions that would have a significant impact on the environment and impacts would be less than significant.

Construction Activities: During construction of the project, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs (e.g., CO₂, CH₄, and N₂O). Furthermore, Methane (CH₄) is emitted during the fueling of heavy equipment.

Gas, Electricity, and Water Use: Natural gas use results in the emission of two GHGs: CH₄ (the major component of natural gas) and CO₂ (from the combustion of natural gas). Electricity use can result in GHG production if the electricity is generated by combustion of fossil fuel. California's water conveyance system is energy intensive. Water-related electricity use is 48 terawatt hours per year and accounts for nearly 20 percent of California's total electricity consumption. Gas, electricity and water use would be minimal during temporary construction and operation of the unmanned facility.

Solid Waste Disposal: Solid waste generated by the project would contribute to minimal GHG emissions during temporary construction of the facility only. During operation, the project will create added solid waste. However, this waste will be properly recycled to County standards to offset the amount of waste generated.

Motor Vehicle Use: During construction, transportation associated with the proposed project would result in GHG emissions from the combustion of fossil fuels in daily automobile and truck trips. During operation, the project will be home to 479 electric vehicle charging stations, due to this significant number of EV charging GHG emissions from fossil fuel combustion would be significantly offset.

Operational Activities: Mobile source emissions of GHGs would include project-generated vehicle trips associated with on-site facilities and customers/visitors to the project site. As proposed the project is designed to be a hub for electric vehicles traveling through the area via the I-15 and will include approximately 307 EV chargers to serve those travelers and the community. Any combustion vehicle visiting the site is expected to be minimal as there is a gas station nearby which would serve combustion vehicles rather than our site, which offers only 524 parking stalls of which 307 are planned to be utilized as EV charging. As a result, there would be a negligible amount of mobile source emissions of GHG.

- b) **Less Than Significant Impacts.** A project's incremental contribution to a cumulative Greenhouse Gas (GHG) effect is not cumulatively considerable if the project complies with the requirements in a previously adopted plan or mitigation program under specified circumstances. In 2011, the County adopted the GHG Emissions Reduction Plan, and in 2016, the County adopted the GHG Development Review Process (DRP). The GHG Emissions Reduction Plan qualifies as a plan for the reduction of GHG emissions pursuant to the State CEQA Guidelines, and the DRP is a guideline for the GHG Emissions Reduction Plan. The DRP identifies local GHG performance standards that need to be applied to the project.

As shown in **Table 3** above the temporary construction activities for the project would not exceed the MDAQMD thresholds. These project GHG emissions are consistent with the

County of San Bernardino's September 2011 Greenhouse Gas Reduction Plan and would present a less than significant impact for GHG emission.

The proposed project would be a hub for clean, renewable energy electric vehicles that would reduce GHG emissions associated with combustion engine vehicles. As an EV hub, the proposed project would be consistent with state goals in AB 32 and 2017 Scoping Plan for reducing GHG emissions from fossil fuel sources, as well as support meeting Renewable Portfolio Standard requirements. The proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing GHG emissions, therefore, impacts would be less than significant. As an EV hub the project would produce negligible emissions as the electric vehicles would significantly offset GHG produced, as such the project would be consistent with the GHG Emissions Reduction Plan.

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>
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

SUBSTANTIATION: San Bernardino Countywide Plan, 2020, Hazards Policy Maps; San Bernardino County Multi-Jurisdictional Hazard Mitigation Plan, July 13, 2017; Submitted Project Materials

- a) **Less than Significant Impact.** The proposed project would not involve the routine transport, use, or disposal of hazardous materials during construction or operation. During operation, limited quantities of common materials such as cleaning chemicals and used cooking oil would be used and managed on site. These materials are not considered hazardous under CEQA when properly stored, handled, and disposed of in accordance with applicable San Bernardino County and state waste-handling regulations.

While electric vehicles utilize lithium-ion batteries, their presence on publicly maintained roadways is independent of the proposed project. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and impacts would be less than significant.

- b) **Less than Significant Impact.** The project would have a less than significant impact to the environment as it does not propose any storage of hazardous chemicals on site. The use and storage of all hazardous materials is subject to permit and inspection by the Hazardous Materials Division of the County Fire Department. Therefore, less than significant impacts would occur.
- c) **No Impact.** The nearest school is approximately 0.6 miles to the southeast, located where Gleason Street and School Road intersect. The project site will not routinely use or store any hazardous or acutely hazardous materials. As such, Emissions and handling of hazardous or acutely hazardous materials, or substances would have no impact on any existing or proposed schools that a within a quarter mile from the project site. Therefore, no impacts would occur.
- d) **No Impact.** The project site is not included on EnviroStor list of hazardous materials sites⁴ compiled pursuant to Government Code 65962.5. Therefore, the project would not create a significant hazard to the public or environment.
- e) **No Impact.** The project site is not located within an airport hazard zone as defined in the County of San Bernardino's HZ-9 Airport Safety & Planning Area Map⁸. As a result, no impacts would occur.
- f) **Less than Significant Impact.** The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, because the project has adequate access from two or more directions. The strategic location of the proposed project allows for access to Calico Road, Dividing Line Street, and Calico Boulevard. All of these roadways allow for access either to Highway 15 or to Yermo Road which runs parallel to Highway 15 and connects to Highway 15 at multiple points. As such, in the event of an emergency evacuation of the community there would not be a backup of vehicles egressing onto a singular route. Rather the community would disperse via one of the many roadways available. Therefore, less than significant impacts would occur.
- g) **Less than Significant Impact.** The proposed project is located in a desert region and does not fall within a fire hazard area as shown on the County of San Bernardino's HZ-5 Fire Hazard Severity Zones Map⁷. To assure safety for its visitors the proposed site has been designed with multiple exits as well as evacuation plans in case of emergency. The project site is strategically located to be able to access Highway 15 and Yermo road which runs parallel to Highway 15. As such, impacts would be less than significant.

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>
X. HYDROLOGY AND WATER QUALITY - Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: Preliminary Hydrology and Hydraulic Report, Sake Engineers, Inc., April 2024; San Bernardino Countywide Plan 2020; Submitted Project Materials

- a) **Less than Significant Impact.** The proposed development would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. The proposed development is commercial, with shops, restaurants, fast food restaurants and drive thru, about 471 parking spaces, and associated amenities and landscaping. Storm runoff for the site flows away from buildings and toward the South property line (PL) where a concrete channel delivers the flow to the East (PL) where a water quality basin is located. As such, less than significant impacts would occur.
- b) **Less than Significant Impact.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. The project proposes two infiltration basins and one infiltration trench. According to the GeoSoils geotechnical report⁶ the infiltration trench (borings B-6 & B-7) are rated at 1.06 inches per hour, additionally infiltration basin (boring B-8) is rated at 7.85 inches per hour. The proposed project will retain groundwater recharge through the inclusion of the three proposed infiltration sites. Additionally, the project will use municipal water supply rather than well water and recycle its grey water to minimize impacts to groundwater levels. As such, less than significant impacts would occur.
- c) **Less than Significant Impact.** The proposed project site is located between a drainage site approximately 250 feet to the north and the Mojave river approximately 1.5 miles to the south. However, there are no drainages to or from the project site to any of the freshwater lakes, ponds or rivers. The project site has no connection to the Mojave river.

The Preliminary Drainage Study¹⁰ utilizes preliminary Geographical Information System (GIS) level site topography along with a conceptual site layout as the basis of design. The project site is not impacted by United States Geological Survey (USGS) mapped blue line streams. The project site is located on flat desert land with no drainage lines. Since the site's existing condition is mostly flat with slopes of less than 5% the proposed project would not increase the pre-development runoff flowrate.

The hydrology report prepared by Sake Engineers¹⁰ found that the project site is generally flat and largely devoid of natural drainages. The project has been designed to include detention basins and other drainage infrastructure to effectively manage stormwater. Storm runoff flows away from buildings toward the south property line, where a concrete channel conveys the flow to the east property line, ultimately discharging into a water quality basin.

As such the project would not:

- i. Result in substantial erosion or siltation on- or off-site due to the inclusion of concrete channels that would divert water flow to a water quality basin.
- ii. Increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite as the site proposes retention basins and will be properly sloped to divert storm runoff properly.
- 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. Detention Basin size and outlet works will be designed to provide the County Required peak reduction .i.e. the 100-yr storm peak for post development condition after flood routing through the basin is calculated and is shown to be less than 90% of the pre-development 25 yr storm peak.

- iv. Impede or redirect flood flows. The project site does not have any blueline streams and is bound by development or roadway on all sides. There are no flood channels through the proposed site.

- d) **No Impact.** The project site is not located in a flood hazard zone, tsunami zone, or seiche zone. Therefore, the project site is not in risk of flooding and does not possess the potential to release pollutants through inundation of water. Based on existing site conditions, and proposed project activities the project would not substantially alter any existing drainage pattern of the site or area, which includes the alteration of the course of a stream or river, or a substantial increase in the rate or amount of surface runoff in a manner which would result in flooding on or off-site. Therefore, no impacts would occur.

- e) **No Impact.** The proposed project would not create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems. Since the site's existing condition is mostly flat with slopes of less than 5% the proposed project would not increase the pre-development runoff flowrate. There would be adequate capacity in the local and regional drainage systems, so that downstream properties are not negatively impacted by any increases or changes in volume, velocity or direction of storm water flows originating from or altered by the project. Therefore, no impacts would occur.

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
XI. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: San Bernardino County General Plan, 2007; Submitted Project Materials

- a) **No Impact.** The project would not physically divide an established community, because the project is in an area of large vacant parcels with no anticipated residential development proposed for the foreseeable future. Therefore, no impacts would occur.
- b) **Less Than Significant Impact.** The project proposes to change the zoning and General Plan land use designation of the parcel from Single-Family Residential (Rural Living) to Commercial Highway Planned Development (CHPD). The existing zoning does not include open space or conservancy designations; therefore, the proposed changes would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The project has been reviewed for consistency with hazard protection, resource preservation, and land-use-modifying Overlay District regulations and found to be compliant. Accordingly, the project would not result in a significant environmental impact due to a conflict with applicable plans or policies.

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

SUBSTANTIATION: (Check if project is located within the Mineral Resource Zone Overlay): ***San Bernardino Countywide Plan 2020, Policy Map NR-4 Mineral Resource Zones; Submitted Project Materials; California Department of Conservation: Mineral Land Classification Maps***

- a) **No Impact.** According to the Policy Map NR-4 *Mineral Resource Zones* map, the Project site is not located within a Mineral Resources Zone within San Bernardino County. The closest mineral resources and/or mines are approximately two (2) to three (3) miles to the north and west respectively. The proposed Project would not interfere with current mining operations. Therefore, no impacts would occur.
- b) **No Impact.** The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The Project site lies between two (2) to three (3) miles from any sites where adequate information indicates significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists. Therefore, no impacts would occur.

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
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 2007; Submitted Project Materials**

a) **Less than significant with Mitigation.** The project site consists of indoor retail, drive-thru, and electric vehicle charging stations. As discussed in the Elevated Entitlements Noise Study⁷, the project noise levels would be in compliance with the County of San Bernadino Municipal Code and the Noise Element of the General Plan. Construction of the project would not involve blasting operations, pile drivers, or large-scale demolition. County noise standards limit construction hours to Monday–Saturday only 7 a.m. – 7 p.m.

The nearest sensitive receptor that would be subject to construction noise impacts include the single-family residential uses which abut the project site. Construction noise impacts would be mitigated to less than significant levels with implementation of the following regulatory measures below as shown in the Elevated Entitlements Noise Study.

Additionally, the dominant sources of operational noise during project operation would include cars ingressing/egressing the property on Calico Blvd and Calico Rd, as well as loading and unloading activities for the drive throughs and commercial buildings. Other potential noise sources would include landscaping maintenance, conversations in the parking lot, vehicle doors closing, and car alarms. Activities that typically occur in parking lots can generate noise levels of between 49 dBA (tire squeals) and 74 dBA (car alarms) at 50 feet from the noise source. Operational noise impacts would be mitigated to less than significant levels with implementation of mitigation measures **NOISE-1** and **NOISE-2**.

Regulatory Measures

Construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels. The Project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices to the extent feasible.

Noise and ground borne vibration construction activities whose specific location on the site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as possible from the nearest noise- and vibration-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses to the maximum extent possible.

A construction site notice shall be provided that includes the job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public.

As a standard condition of approval, all onsite construction equipment would have properly operating mufflers, and the applicant would utilize the quietest equipment available. Compliance with these construction measures would limit surrounding exposure to construction noise to less than significant levels. Furthermore, incorporating a 6-foot block wall, a vegetation buffer and restricting access to only the northern property line would reduce the operation noise impacts. These conclusions and recommendations are based on the most up-to-date, project-related information available. Therefore, less than significant impacts would occur with the implementation of the mitigation measures.

Mitigation Measures

NOISE-1: Expand the existing 6-foot CMU block wall to span the length of the southern property line.

NOISE-2: Incorporate a vegetation buffer between the existing sensitive uses and the parking lot.

NOISE-3: Limit construction activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday, with no construction on Sundays or federal holidays, in accordance with San Bernardino County Development Code.

NOISE-4: Require all construction equipment to be properly maintained and equipped with manufacturer-specified mufflers and noise-control devices.

NOISE-4: Locate stationary construction equipment and staging areas as far as feasible from nearby sensitive receptors and orient equipment to minimize noise exposure.

NOISE-5: Install temporary noise barriers, such as sound-rated fencing, modular panels, or earthen berms, between construction areas and sensitive receptors where feasible.

NOISE-6: Minimize idling of all construction equipment, and schedule high-noise activities (e.g., pile driving, jackhammering) to avoid simultaneous operation and, where feasible, limit them to mid-day hours.

NOISE-7: Distribute community notifications prior to construction, informing surrounding residents and businesses of the construction schedule, duration, and

contact information for a project liaison to address noise complaints.

NOISE-8: Incorporate acoustical treatments in building design, such as sound-rated windows and insulation, to comply with San Bernardino County stationary-source noise standards.

NOISE-9: If construction activities may generate perceptible vibration, implement low-vibration techniques and monitor vibration levels to ensure compliance with local standards.

- b) **Less than Significant.** The project would not create exposure of persons to, or generation of excessive ground borne vibration or ground borne noise levels during operation. While there may be minimal vibrations during construction; the Project is required to comply with the vibration standards of the County Development Code. No vibration exceeding these standards is anticipated to be generated by the proposed uses. Therefore, less than significant impacts would occur.
- c) **No Impact.** The proposed project is not within the Airport Safety Review Area according to the San Bernardino HZ-9 Airport Safety & Planning. The proposed project is over 4 miles away from Barstow-Daggett Airport. As such, there is minimal noise exposure risk to this site. Therefore, no impacts would occur.

Therefore, no significant adverse impacts are identified or anticipated, with the implementation of the 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>
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: San Bernardino County General Plan, 2007; San Bernardino Countywide Plan (2022); Submitted Project Materials.

- a) **Less than Significant Impact.** As a charging station with commercial use, the project is not expected to induce population growth or the development of new homes or roads. Between the years 2000-2016 Barstow’s population grew by approximately 2,000 individuals. The 2020 Countywide Plan forecasts a 20% increase in population in the County of San Bernardino between 2020 and 2040. The EV Charger Provider’s proposed project does not include housing and will not increase population growth in the region. As such, it will not negatively impact the growth estimates of the 2020 Countywide Plan, and less than significant impacts would occur.
- b) **No Impact.** The proposed Project would not displace any housing units, necessitating the construction of replacement housing because no housing units will be demolished as a result of this proposed Project. Therefore, no impacts would occur.

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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XV. PUBLIC SERVICES

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

Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: San Bernardino County General Plan, 2007; Submitted Project Materials

a) **Less than Significant Impact.** The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, or the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire and police protection, schools, parks, or other public facilities. The project is a charging station with a commercial aspect to include shopping, restaurants, and drive-thrus. As there is no residential portion to the project its impact onto public services would be minimal.

There are five (5) fire stations within a 10-mile radius of the project site, with the nearest being the Yermo Fire Department, located just 0.9 miles away. Given that the area is sparsely developed, the demand on these fire stations remains relatively low. As such less than significant impacts would occur.

According to the San Bernardino Sheriff Crime Mapping Tool⁴ no crime has occurred within the Barstow Police Department Jurisdiction from August 2024 through February 2025. This timeframe represents the full extent of available data on the crime mapping website. Additionally, given that an existing rest stop, Eddie World, is located near the proposed project site, and no crimes have been recorded at this location during the same period, it can be reasonably concluded that the development of the proposed project would not significantly impact the Barstow Police Department due to an increase in crime. As such less than significant impacts would occur.

The development of a commercial shopping center and supercharger station would not significantly impact schools in the community because such a project does not generate a direct increase in the local residential population. Schools are primarily affected by residential developments that bring new families and students into the area, leading to increased enrollment and demand for educational resources. In contrast, a commercial shopping center and supercharger station cater to travelers, commuters, and local shoppers rather than serving as residential hubs. Additionally, the project is not expected

to introduce a substantial number of new permanent jobs that would result in an influx of families relocating to the area. As a result, the local school system would not experience increased student enrollment, staffing challenges, or resource strain due to the proposed development.

Since the proposed project is a commercial development catering to travelers, commuters, and local shoppers, it is unlikely to generate additional park visitation beyond existing levels. Additionally, the nature of the project does not involve encroachment on parkland or the removal of green space, ensuring that existing recreational areas remain unaffected. Therefore, the proposed development would not place any additional burden on the community's parks or recreational resources.

Finally, the proposed project would increase property tax revenues to provide a source of funding that is sufficient to offset any increases in the anticipated demands for public services generated by this project. Therefore, less than significant impacts would occur.

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
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: San Bernardino County General Plan, 2007; Submitted Project Materials

- a) **Less than Significant Impact.** The proposed Project of a commercial shopping center and supercharger station will not substantially impact the use of existing neighborhood and regional parks or other recreational facilities in a manner that would lead to substantial physical deterioration. This is primarily because the project is designed as a commercial venture rather than a residential development, meaning it does not contribute to a significant increase in local population or sustained usage of community facilities. The transient nature of visitors—such as travelers, commuters, and local shoppers—ensures that any additional use of nearby parks is minimal and temporary rather than constant and overwhelming. Furthermore, the project’s design and location have been planned to avoid encroachment on recreational areas, thereby preventing any direct interference with the maintenance or physical condition of these facilities. Consequently, less than significant impacts shall occur.
- b) **No Impact.** The project does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment, because the type of project proposed would not result in an increased demand for recreational facilities. Therefore, no impacts would occur.

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
XVII. TRANSPORTATION – Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: San Bernardino County General Plan, 2007; Submitted Project Materials; Traffic Impact Analysis, San Bernardino County, CA Project, David Evans and Associates Inc (DEA).

- a) **Less than Significant Impact.** The project site is located in a sparsely located area within the County of San Bernardino. The project area does not fall within the County of San Bernardino Policy Map TM-2, Transit Network, nor TM-3, Mobility Focus Areas. As such the project would not interfere with any program plan related to transportation.
- b) **Less than Significant Impact.** The proposed project includes less than 50,000 square feet of retail uses that serve the local community, which screens out the retail portion of the project from a VMT analysis. Further, the County exempts gas stations from VMT analysis and it is expected that electric vehicle charging stations, which reduce greenhouse gas emissions, will be exempt from a VMT assessment. Thus, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b). Therefore, impacts would be less than significant.
- c) **Less than Significant Impact with Mitigation.** According to the David Evans and Associates Traffic Impact Analysis¹¹, the project would not substantially increase hazards related to design features or incompatible uses. The site is adjacent to an established road with access points that offer good sight distance and properly controlled intersections. The project includes the development of five driveways providing ingress and egress onto Calico Boulevard, along with one shared driveway with Eddie World that directly connects to Calico Road.

To address any potential safety concerns from increased traffic, mitigation measure **TRANS-1** will be implemented during the first phase of construction, requiring the installation of an all-way stop sign at Calico Road. Additionally, the project does not introduce any incompatible uses that would impact surrounding land uses. Therefore, any potential impacts would be less than significant with mitigation.

Mitigation Measures

TRANS-1: During Phase 1 an all-way stop sign shall be installed at the intersection of Calico Road and Telstar Court to enhance traffic safety. Additionally, the southern Eddie World driveway will be shifted south to create a four-way stop.

- d) **Less than Significant Impact.** The site is designed to allow emergency vehicles to respond to a possible emergency event. Adequate access to ingress and egress points including turnaround areas, perimeter roads, and interior roads between parking rows that are of adequate width. The proposed site plan shall be approved by County Fire during their review of the project prior to final project approval. Therefore, less than significant impacts would occur.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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XVIII. TRIBAL CULTURAL RESOURCES:

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 checked="" type="checkbox"/> | <input 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: Phase I Archaeological Assessment for the EV Charging Provider’s Expansion Project, BFS A Environmental Services, January, 2024; Research Design for Phase II Evaluation Excavations within a Portion of CA-SBR-6023H for the EV Charging Provider’s Project, Duke CRM, May, 2024; Phase II Evaluation within a portion of CA-SBR-0623H, Duke CRM; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; San Bernardino County General Plan, 2007; Submitted Project Materials

Assembly Bill (AB) 52 took effect on July 1, 2015. AB 52 requires a lead agency to make best efforts to avoid, preserve, and protect tribal cultural resources.

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

Prior to the release of the CEQA document for a project, AB 52 requires the lead agency to initiate consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested the lead agency, in writing, to be informed by the lead agency through formal

notification of proposed project in the geographic area that is traditionally and through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Tribal consultation request letters were sent to the Colorado River Indian Tribes (CRIT), Fort Mojave Indian Tribe (FMIT), Gabrieleño Band of Mission Indians- Kizh Nation (GBMI), Morongo Band of Mission Indians (Morongo), San Gabriel Band of Mission Indians (SGBMI), Yuhaaviatam of San Manuel Nation (YSMN) (formerly San Manuel Band of Mission Indians), Soboba Band of Luiseño Indians (SBLI), and Twenty-Nine Palms Band of Mission Indians (TNPBMI). Response letters were received from Yuhaaviatam of San Manuel Nation (YSMN) (formerly San Manuel Band of Mission Indians) and Twenty-Nine Palms Band of Mission Indians (TNPBMI). The YSMN indicated that “due to the nature and location of the proposed project, and given the CRM Department’s present state of knowledge, YSMN does not have any concerns with the project’s implementation, as planned, at this time. However, they requested that standard mitigation measures be incorporated into project approvals. Formal consultation was requested by the TNPBMI which was coordinated by the lead agency and tribe representative. The resulting recommended mitigation and monitoring measures have been added to Section V Cultural Resources and Section XVIII Tribal Cultural Resources of this document.

- a) **Less than Significant Impact with Mitigation.** The results of the SCCIC records search (Appendix C) identified 15 resources (all historic) recorded within a one-mile radius of the subject property (Table 1.4-1). Of the previously recorded resources, one (SBR-6023H), characterized as a historic trash scatter, intersects the subject property. Of the remaining 14 resources, four are prehistoric and 10 are historic. The prehistoric resources include one lithic scatter and three isolates. The historic resources include a railroad alignment, five additional trash scatters, the Yermo Railroad Roundhouse complex, one single-family residence, one historic district, and a transmission line access road. Site SBR-6023H is a historic trash scatter. The site was labeled the Yermo Dump and recorded in 1987 by Dames & Moore in support of a fiber optic cable project (Gonzalez and Apple 1987; Shakley et al. 1987). The Environmental Impact Report (EIR) for the fiber optic line describes the site as follows:

This is a very extensive trash dump north of Yermo that appears to date to the 1920s through the 1960s. No aluminum was noted, placing the dump toward the early portion of the probable chronology. The dump measures over 180,000 m² and consists of a series of low trash mounds variously covered with windblown sand. Most of the items are household trash including bottles, ironstone, miscellaneous ceramics, tin cans, and some plastic. No hand soldered cans, other than canned milk containers, or amethyst glass were noted. Bottle collectors have disturbed the integrity of the dump. (Dames & Moore 1988).

In addition to the information presented in the EIR, the SBR-6023H site form notes the main concentration of historic artifacts was located north of the project on the north side of Calico Road. As such, based upon the documented site boundary, only the southwestern extent of the resource extends into the current project. The site was tested in the 2024 Phase II and did not meet CRHR criteria for inclusion. However, the presence of deeply buried archaeological material below the disturbed sediments cannot be ruled out and thus mitigation measures are implemented. As such, less than significant impacts are expected with mitigation.

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- b) **Less than Significant Impact with Mitigation.** The project proponent shall consider the significance of any possible resource to a California Native American tribe. With the required mitigation and monitoring requested by tribes with ancestral interest in the project area, the impact would be reduced to a less than significant level.
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Mitigation Measures

TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.

TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS - Would the project:				
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 checked="" type="checkbox"/>	<input 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: County of San Bernardino General Plan 2007; Submitted project Materials

a) **Less than Significant.** The proposed project would not cause a significant environmental effect due to its use of utilities and service systems. The proposed project has received a will-serve letter from Liberty Utilities who is the water and sewer purveyor of the area stating that they will render service to the property. Additionally, Edison who is the electric purveyor has also stated that they will serve the property and have been in communication with the project team regarding providing the required demand. Additionally, the proposed project will be connecting the existing septic system for the neighboring gas station. Therefore, less than significant impacts would occur.

b-c) **Less than Significant.** The proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The proposed project will utilize drought tolerant planting where required as well as low flow fixtures in the buildings. The proposed use has received a water will serve letter from Liberty Utilities stating that they have the capacity for the proposed project. Therefore, less than significant impacts would occur.

- d) **Less than Significant.** The proposed project will not generate waste in excess of state or local standards. The proposed project will be serviced by the Burrtec Waste Industries and Barstow Landfill which received approval to expanded to 80.3 million cubic yards in 2009 to provide an additional 63 years of service. Therefore, less than significant impacts will occur.

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- e) **Less than Significant Impact.** The project developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of Assembly Bill (AB) 2176. A Construction Waste Management Plan would be prepared in two parts to show adequate handling of waste materials; disposal, reuse, or recycling as required by the County Department of Public Works Solid Waste Management Department. Therefore, less than significant impacts would occur.

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>
XX. WILDFIRE: 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 type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: County of San Bernardino General Plan 2007, Hazards Policy Map HZ-5 Fire Hazard Severity Zones; Submitted Project Materials

- a) **Less than Significant Impact.** The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The proposed project has completed a VMT screening and will not have significant impacts on traffic. In addition, the proposed project will have four means of ingress and egress onto Calico Road. Therefore, less than significant impacts would occur.
- b) **Less than Significant Impact.** The proposed project is not located within a HZ-5 Fire Hazard Severity Zone. Implementation of the proposed project would not cause a significant impact on local fire hazards. The project will not exacerbate local wildfire risks due to slope or prevailing winds, thereby exposing project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire. Therefore, less than significant impacts would occur.
- c) **No Impact.** While the proposed project may require the extension of existing power lines to the site, there is minimal risk of exacerbating wildfire due to lack of potential fuels in the area. Additionally, the project will be reviewed by San Bernardino County Fire prior to project approval. Finally, the proposed project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water resources or other utilities). The project is not expected to exacerbate fire risk that may result in temporary or ongoing impacts to the environment. Therefore, less than significant impacts would occur.

- d) **Less Than Significant Impacts.** The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, because of runoff, post-fire slope instability, or drainage changes. As the site will be following the hydrology report conducted by Sake Engineering Inc., potential water runoff will be controlled onsite. Therefore, less than significant impacts would occur.

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
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which 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) **Less than Significant Impact.** The project would not conflict with local policies or ordinances related to biological resources. The project is not within an adopted Habitat Conservation Plan area. The project would not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, less than significant impacts would occur.

This 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 California Department of Fish and Game or United States Fish and Wildlife Service. No wildlife species was observed during the site visit. A pre-construction survey for special-status reptiles prior to ground disturbing activities is recommended. Anticipated project activities include grading the area, paving, trenching and work associated with commercial development. The pre-construction survey must be conducted within fourteen days prior but no greater than thirty days prior to ground disturbing activities. If project activities cease for more than a thirty-day period, then another pre-construction survey must be conducted for the clearance of special-status reptiles. Therefore, there would be less than a significant level of impact.

The project does not have the potential to significantly degrade the overall quality of the region's environment, or substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population or drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

- b) **Less than Significant Impact.** The project does not have impacts that are individually limited, but cumulatively considerable. Based on the IS/MND above and the technical studies referenced in this document, the impacts are less than significant with mitigation. The local infrastructure would not be significantly impacted by the development and operation of this project.
- c) **Less than Significant Impact.** The project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, as there are no such impacts identified by the studies conducted for this project or identified by review of other sources or by other agencies.

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.

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

GENERAL REFERENCES

California Department of Conservation, California Geological Survey, Mineral Resources and Mineral Hazards

County of San Bernardino 2007 Development Code

County of San Bernardino Geologic Hazards Overlays Map

County of San Bernardino Hazard Overlay Map

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

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

County of San Bernardino, Greenhouse Gas Emissions Reduction Plan, January 6, 2012.

County of San Bernardino, *San Bernardino County Storm Water Program, Model Water Quality Management Plan Guidance*.

County of San Bernardino Road Planning and Design Standards.

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

“HZ-2 Liquefaction & Landslides.” ArcGIS Web Application,
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“HZ-9 Airport Safety & Planning Area Map.” ArcGIS Web Application,
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2. Biological Assessment Report, Yermo, CA Project, Rico Ramirez, August, 2023
3. California Environmental Quality Act (CEQA) And Federal Conformity Guidelines, <https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000>
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4. Crimemapping.com. (n.d.). *Crime mapping*.
<https://www.crimemapping.com/Share/f6698e11b2ee40d98b8d84117f6ad608>
5. "EnviroStor." Dtsc.ca.Gov, dtsc.ca.gov/your-envirostor/. Accessed 19 June 2024.
6. Geotechnical Engineering Report, for 36017 Calico Road, Yermo, CA Project, April 3, 2024
7. Noise Analysis for 36017 Calico Road, Yermo, CA Project, Elevated Entitlements, August 9, 2023
8. Phase I Archaeological Assessment, Yermo, CA Project, BFS Environmental Services, January 29, 2024
9. Phase II Cultural Report, Yermo, CA Project, Duke CRM, September, 2024
10. Preliminary Hydrology and Hydraulic Report, Yermo, CA Project, Sake Engineers, Inc., April 2024
11. Traffic Impact Analysis, San Bernardino County, CA Project, David Evans and Associates Inc. April 12, 2024