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

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

PROJECT LABEL:

APNs:	0544-471-08	***USGS Quad:***	Baker
Applicant:	Rosa Garcia/Nono Khosa Ken's Towing Services 72922 Baker Blvd., Baker CA 92309	***T, R, Section:***	T14N R9E Section 19 and 20
Location	Northeast corner Caltrans Avenue and Silver Lane	***Thomas Bros***	
Project No:	PROJ-2021-00099	***Community Plan:***	Baker Community Services District
Rep	Rosa Garcia/Nono Khosa	***LUZD:***	Rural Commercial (CR)
Proposal:	A Conditional Use Permit (CUP) for a proposed development to establish a towing yard for 340 standard vehicle spaces and 52 tractor trailer/RV spaces on 5-acres within the Rural Commercial (CR) land use designation; APN: 0544-471-08; 1st Supervisorial District.	***Overlays:***	None

PROJECT CONTACT INFORMATION:

Lead Agency: San Bernardino County
Land Use Services Department
15900 Smoke Tree Street, Suite 131
Hesperia, CA 92345

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Project Sponsor: Rosa Garcia

PROJECT DESCRIPTION:

Summary

The project site is located northeast corner of Caltrans Avenue and Silver Lane in the unincorporated community of Baker, San Bernardino County; refer to **Figure 1, *Regional Map***. The project is situated on one parcel (Assessor Parcel Number [APN] 0544-471-08) of approximately 5.0 acres and is currently vacant, graded and undeveloped. The Project Applicant, Ken's Towing Services, proposes the grading and in-fill compaction of decomposed granite to serve as an impound yard for the storage of standard vehicles (340 spaces) and for tractor trailer/RVs (52 spaces). Project access would be provided at Silver Lane via a 35-foot-wide ingress/egress driveway

Project Location, Existing Site Land Uses and Conditions

The project site is in the northeast portion of the County of San Bernardino; refer to **Figure 1*, Regional Vicinity Map***. Specifically, the project site is within the Baker Community Services District. As shown on **Figure 2, *Project Vicinity Map*** and **Figure 3, *Project Vicinity Aerial Map***, the 5.0-acre project site is generally bordered by a vacant lot followed by a residence and storage yard to the north, Silver Lane to the south, a mobile home park to the east, and a vacant, undeveloped lot to the west. Site photos are provided in **Figure 7**, ***Site Photos***.

Regional access is provided by Interstate 15 (I-15), approximately 0.08 miles southeast of the project site. Local access to the project site is provided from Silver Lane and the northerly unimproved extension of the Caltrans lane abutting the western boundary of the project site.

The project site contains sparse vegetation with the exception of the eastern and southeastern boundaries, which receive supplemental water from the existing mobile home park community to the east. The northernmost portion of the project site, separated by an earthen berm from the rest of the site, currently serves as a vehicle equipment repair storage yard. The site is generally flat with a gentle slope from the northern to southern boundary, with on-site elevations ranging from approximately 1,015 feet to 1,008 feet above mean sea level (amsl). The project site generally drains in a southerly direction.

Land uses near the project site include the following:

North: Vacant lot followed by a residence and storage yard the north.

South: Silver Lane followed by a towing and auto tire repair and fueling service station (aka Ken's Towing and Tire Service and Baker Travel Plaza) to the south.

East: Existing mobile home park (Paradise Mobile Home Park)

West: Northern unimproved extension of Caltrans Avenue followed by vacant undeveloped land the west.

Land Use Designation

The project site and surrounding properties are governed by the San Bernardino Countywide Plan and Development Code. The County's Countywide Plan designates the project site as Rural

Commercial (CR) in the Baker Community Services District. The CR Category and Zoning designation allows for retail trade and personal services, auto repair services, lodging services, professional services, recreation and entertainment services, and similar and compatible uses. The discretionary action for the project involves a Conditional Use Permit (CUP) to allow for the project development's proposed use (impound yard).

Surrounding Land Uses and Setting

As shown in **Figure 4, *Land Use Map***, properties to the north, south, and east of the project site have a Commercial land use designation with a Rural Commercial (CR) zoning designation. The property to the west of the project site has a Rural Living land use designation and a zoning designation of Rural Living with a 40 acre minimum lot size (RL-40). The following table lists the existing land uses and zoning districts.

AREA	EXISTING LAND USE	LAND USE DESIGNATION	ZONING DESIGNATION
Site	Vacant	Commercial	Rural Commercial (CR)
North	Storage Lot/SFR	Commercial	Rural Commercial (CR)
South	Auto Service	Commercial	Rural Commercial (CR)
East	Mobile Home Park	Commercial	Rural Commercial (CR)
West	Vacant/Undeveloped	Rural Living	Rural Living (RL-40)

Site Development

The proposed site plan is shown in **Figure 5, *Site Plan***. Project implementation would allow for the grading and in-fill compaction of decomposed granite to create a 40 percent pervious surface to serve as an impound yard for the storage of standard vehicles (340 spaces) and for tractor trailer/RVs (52 spaces). The project also includes onsite pole lighting to be installed around the perimeter of the impound yard, a double bin trash enclosure and a water quality infiltration basin to retain and treat onsite impervious runoff received from the project area's drainage management area.

Operational Characteristics

The impound yard would employ a total of eight (8) employees, operate 24 hours per day, seven (7) days a week and would create 16 employee and 20 tow truck trips per day, thereby generating a total of 36 trips per day. Annual trip activity is based on the daily average service calls per day that Ken's Towing Services responds to (6 service calls, or 12 tow truck trips per day).

Parking and Circulation

Vehicular access to the site would be provided via a 35-foot-wide ingress/egress driveway off of Silver Lane. The driveway would be gated with a security Knox box installed. Onsite circulation would be configured to provide four (4) one-way drive aisles between parking rows ranging from 25, 30 to 43 feet in width with standard vehicles spaces situated along the perimeter of the site. In addition, three rows of tractor trailer/RV spaces would be situated toward the center of the

project site. The project would also include 32-foot, asphalt-paved, half-width street improvements with curb and gutter and a 6-foot-by-6-inch-wide concrete sidewalk to be constructed along Caltrans Avenue and Silver Lane.

Landscaping

Approximately 14,270 square feet (sf) (8.23%) of the project site would be landscaped. Landscaping would be provided onsite along the perimeter boundary and in corner block sections of the project site. Water-efficient landscaping is proposed and would be conditioned to be used throughout the project site. The project would also involve the removal of existing chain-link fencing to be replaced with a 6-foot concrete masonry unit (CMU) block wall, which would be constructed around the entire perimeter of the project.

Utility Infrastructure

For security purposes, the project would install LED mounted pole lighting around the entire perimeter of the project. As shown in **Figure 6, *Lighting Plan***, proposed LED mounted pole lighting would be 23 feet in height and powered by a solar photovoltaic (PVC) panel mounted on top of each pole. Solar power obtained from the PVC panel would be stored in a lithium battery attached to each pole light. Additionally, the project proposes a water quality infiltration basin to be situated at the southwestern corner of the property to retain and treat onsite impervious runoff received from the project area's drainage management area.

Construction

The construction of the project would include minor grading (2 weeks) to level the site and put in the 3,546 cubic foot infiltration basin, delivery and compaction of approximately 1,700 cubic yards of decomposed granite (2 weeks), and construction of the other on-site and off-site improvements (6 weeks). Construction activities are anticipated to begin in the 3rd quarter of 2023 and last approximately 10 weeks in total. The operation of the new impound yard is anticipated to begin in the 4th quarter of 2023.

The entire parcel would be disturbed as a part of the project. Project grading would occur over the entire site and would include the following: 1) removal of an existing earthen berm over the northern half of the project site; and 2) excavating for the construction of a 3,546 cubic foot infiltration basin situated at the southwestern corner of the project site. Over excavation would reach depths of at least three (3) feet below existing grade for the construction of the proposed infiltration basin. See **Figure 5, *Site Plan***.

Utilities

The following utility companies serve the project region, however, only water and telephone communication utilities would be utilized on the project site during construction and during post-construction operations.

- Electricity: Southern California Edison
  PO BOX 7888
  Rialto, CA 92377
  (800) 896-1245

- Natural Gas: Southern California Gas Company (SoCalGas)
  1136 N. Mount Vernon Avenue
  San Bernardino, CA 92411

- Water: Baker Community Services District
  72730 Baker Boulevard
  Baker, CA 92309

- Sewer: N/A

- Telephone: Verizon
  500 Inland Center Drive, #459
  San Bernardino, CA 92408

ADDITIONAL APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None

State of California: California Department of Fish and Wildlife (CDFW), Lahontan Regional Water Quality Control Board (LRWQCB), Mojave Desert Air Quality Management District (MDAQMD).

County of San Bernardino: Land Use Services Department-Building and Safety, Land Development, Code Enforcement; Public Health- Environmental Health Services; Special Districts, and Public Works- Solid Waste Management, Traffic, Surveyor, County Fire Department.

Figure 1 - Regional Map

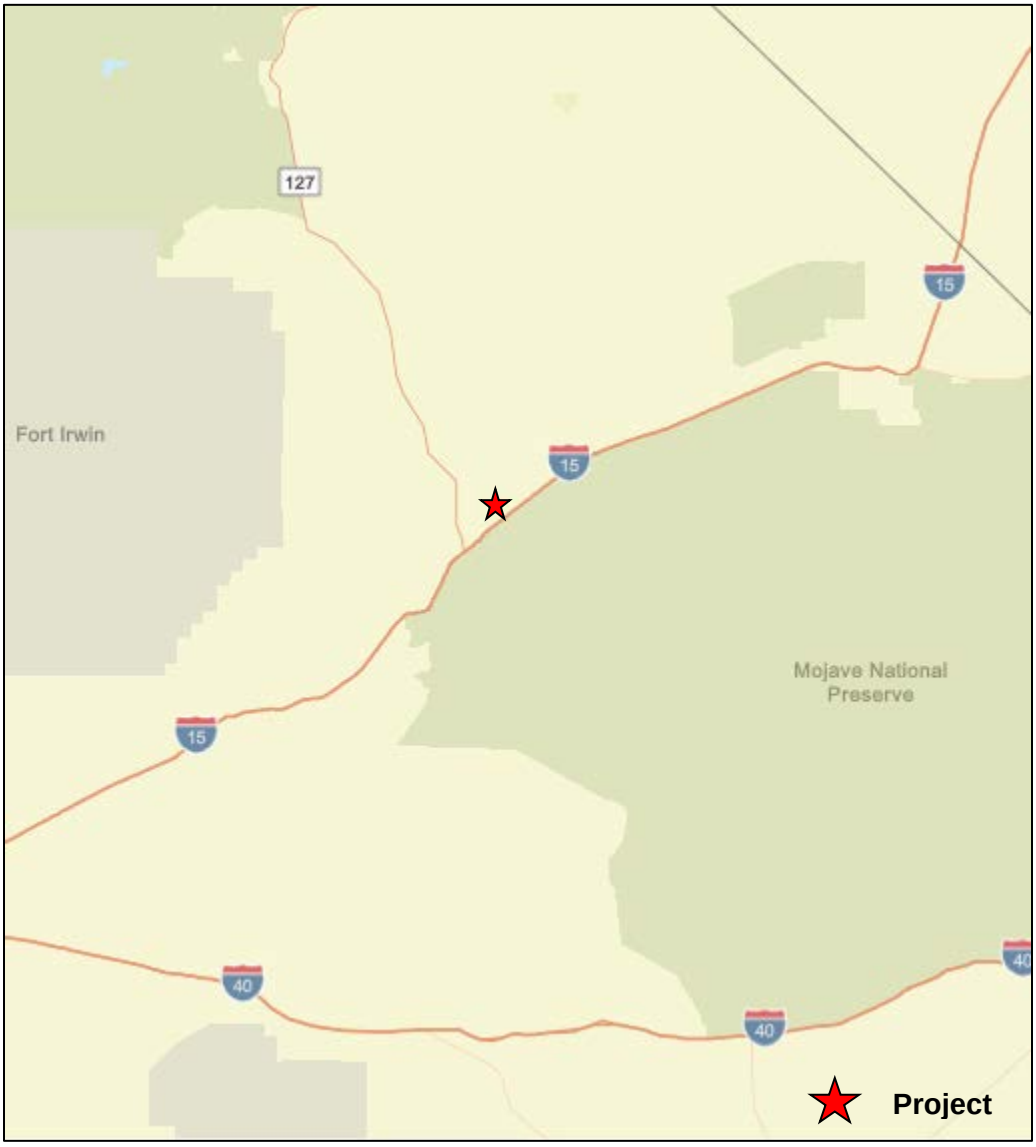

Figure 2 - Project Vicinity Map

Figure 3 - Project Vicinity Aerial Map

Figure 4 - Land Use Map

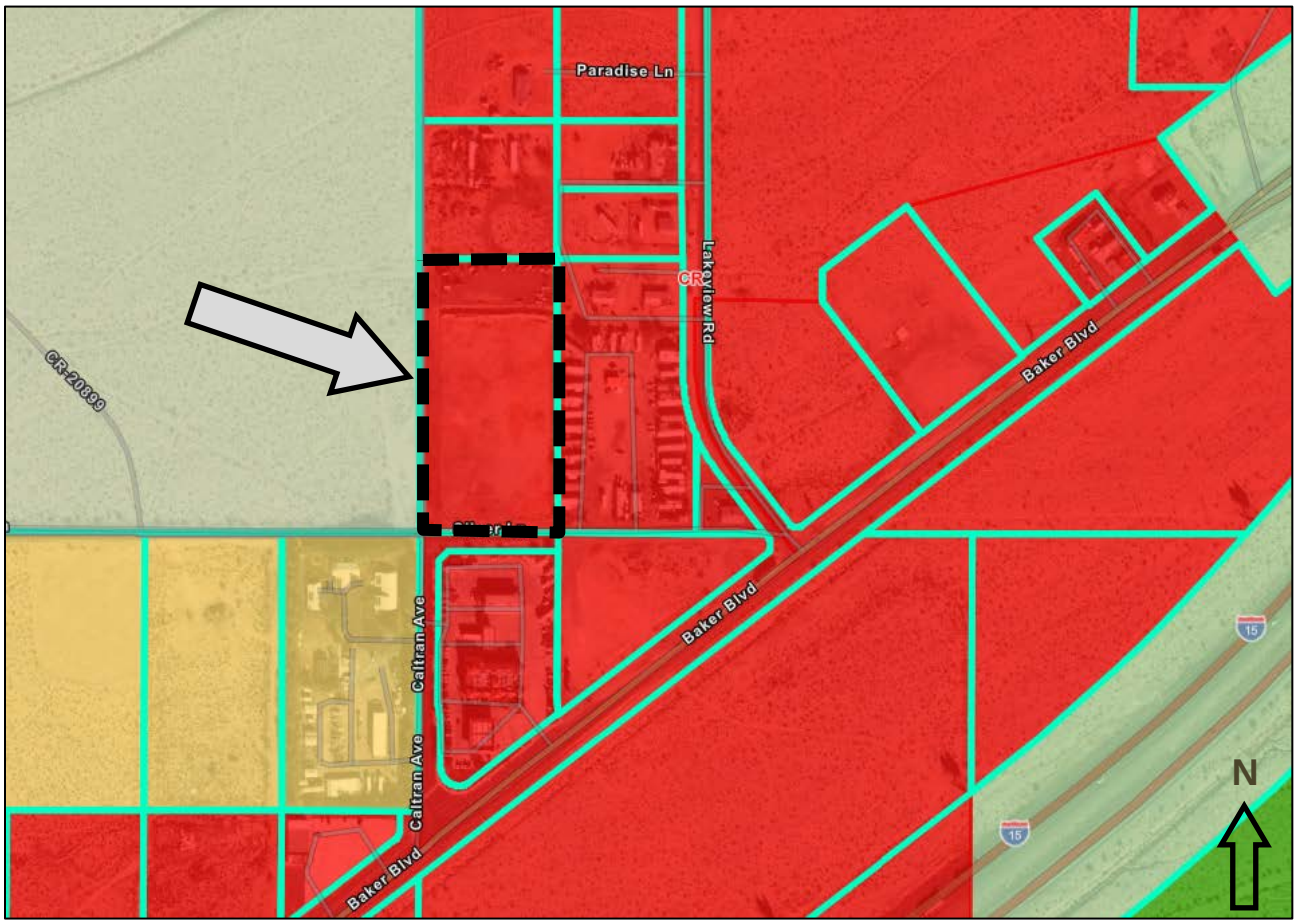

Figure 5 - Site Plan

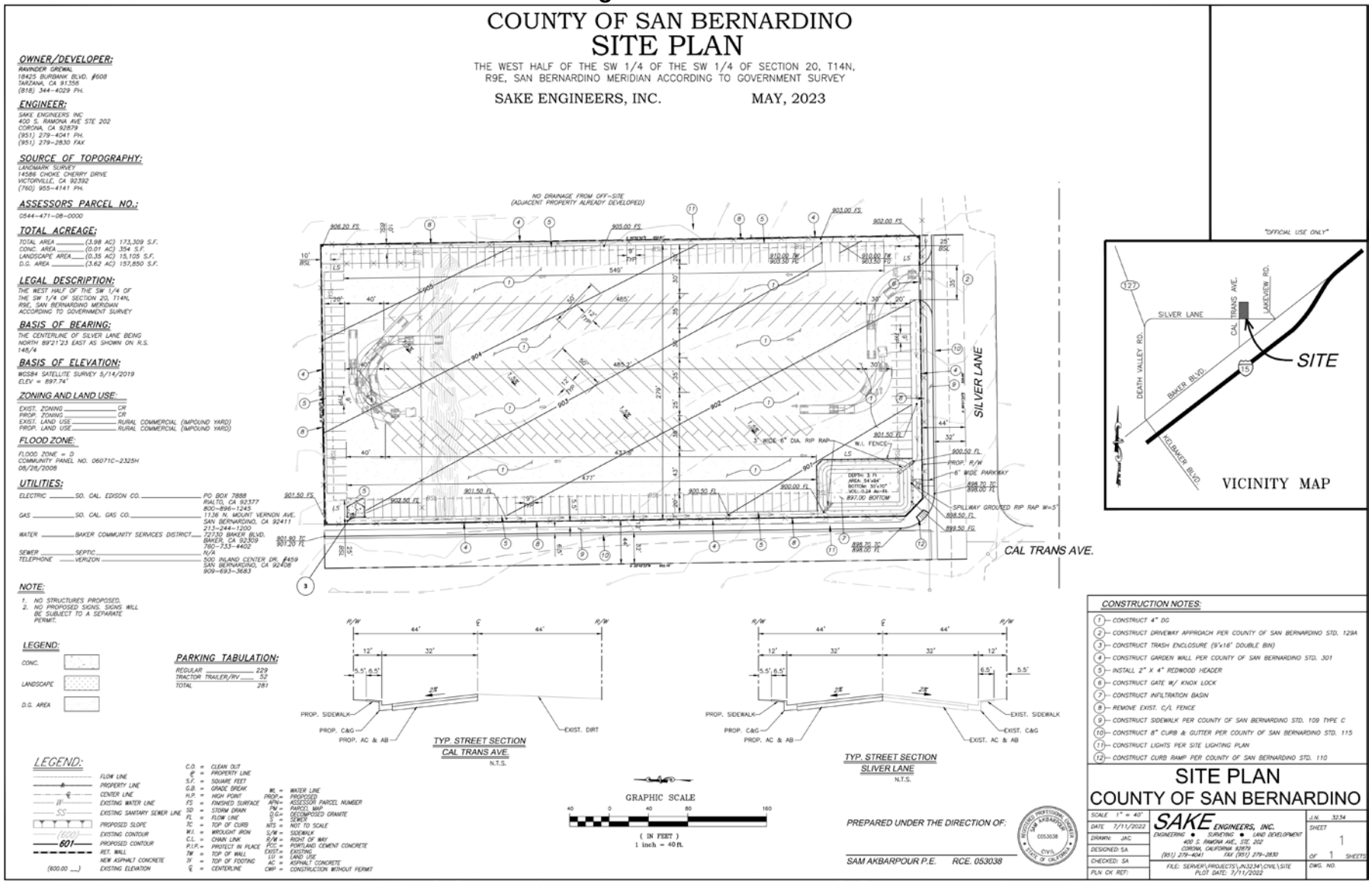

Figure 6 - Lighting Plan

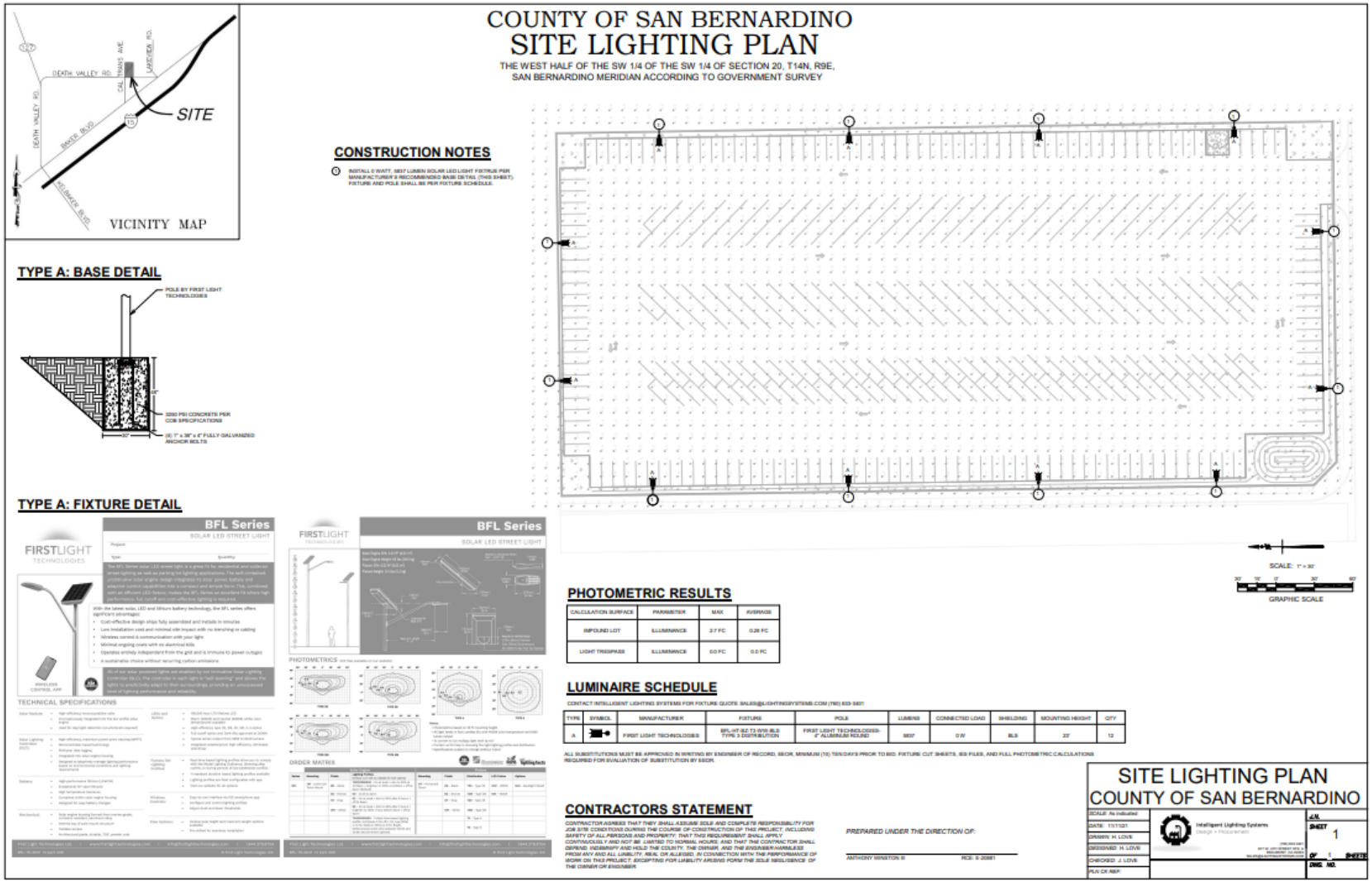

Figure 7 – Site Photo: Facing Northeast

Google Maps (2023)

Figure 7 – Site Photo: Facing Northwest

Google Maps (2023)

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

In accordance with Assembly Bill 52 (AB 52) and pursuant to Public Resources Code Section 21080.3.1, Notices of Opportunity to Consult were sent out on October 22, 2021, to 14 Native American Tribal agencies which may have knowledge regarding Native American cultural resources within the project vicinity. Of the responses received, only the Moapa Band of Paiutes (January 7, 2022) and the San Manuel Band of Mission Indians (SMBMI) (December 1, 2021) responded in identifying the project site as located outside of both tribal jurisdictions. Therefore, no further tribal consultation was requested. Refer to Appendix B, *Cultural Resources Survey*, of this IS/MND.

EVALUATION FORMAT

This Initial Study is prepared in compliance with the California Environmental Quality Act (CEQA) pursuant to Public Resources Code Section 21000, et seq. and the State CEQA Guidelines (California Code of Regulations Section 15000, et seq.). Specifically, the preparation of an Initial Study is guided by Section 15063 of the State CEQA Guidelines. This format of the study is presented as follows. The project is evaluated based on its effect on 20 major categories of environmental factors. Each factor is reviewed by responding to a series of questions regarding the impact of the project on each element of the overall factor. The Initial Study checklist provides a formatted analysis that provides a determination of the effect of the project on the factor and its elements. The effect of the project is categorized into one of the following four categories of possible determinations:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact

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 With Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures included in Sections of this IS/MND).
4. **Potentially Significant Impact**: Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

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.

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

DETERMINATION: (To be completed by the Lead Agency)

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

☐	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
☒	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.
☐	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	The proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier 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.
☐	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.

Jon Brigginton — 8.25.2023

Signature: (prepared by Name, Planner) — Date

Aron Liang — 8.25.2023

Signature:(Name, 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?	☐	☐	☐	☒
b)	Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare, which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

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

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

a) **No Impact**. The project site is located in a partially developed rural area with open desert to the west, a residence to the north, a mobile home park to the east and commercial (auto repair, travel service center) uses to the south. Based on the Countywide Plan, the project site is not located within or adjacent to a designated scenic vista (i.e., viewpoint overlook) and would not result in impacts to scenic vistas. No impact would occur.

b) **No Impact**. Local access is to the project would be provided via Silver Lane. According to Policy Map NR-3, *Scenic Routes and Highways*, of the Countywide Plan, the nearest state-designated scenic highway is State Route (SR) 127 (Death Valley Road) located approximately 1.1 miles west of the project site. The project would not have an effect on scenic viewing from passing motorists traveling along this route as the project's proposed perimeter block wall would conceal the impound yard and would be painted an earth-toned color (as a condition of approval) to blend in with surrounding

topographical colored features. Furthermore, there are no trees, rock outcroppings, or historic buildings located within or near to the project area. Therefore, no impact would occur.

c) **Less than Significant Impact**. The project site is located in a non-urbanized area of the County. Surrounding development is limited to a residence to the north, a mobile home park to the east and an auto repair/travel service center to the south. The project is nearly devoid of vegetation with only sporadic ruderal vegetation found along the project's eastern boundary abutting the mobile home park. The project site is zoned CR and would meet the County's development standards/requirements for the Desert Region. The Countywide Plan identifies Goal NR-4, which aims to preserve scenic resources that highlight the natural environment and reinforce the identity of local communities, and Policy NR-4.1, which requires the County to consider the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.

The proposed project would be consistent with County development standards for the CR designation and would not conflict with the goals and policies in the County General Plan. Therefore, impacts would be less than significant and no mitigation is required.

d) **Less than Significant Impact**. Existing sources of light in the immediate project area include the mobile home park directly to the east and the auto repair/travel service center to the south.

Grading and construction of the proposed impound yard would occur during daylight hours only. The project's light sources during project operations would include the proposed LED pole lighting to be installed around the perimeter of the property and from vehicles entering and exiting the impound yard. The proposed project would be required to comply with the County's Development Code Chapter 83.07, *Light Trespass*, Section 83.07.060 *Mountain and Desert Region*, which provides standards for outdoor lighting in the Desert Region. Section (a) of this sub-chapter states:

> *All outdoor light fixtures shall be fully shielded, installed and maintained in such a manner that the shielding does not permit light trespass in excess of amounts set forth in subdivision.*

The proposed LED pole lighting would be required to be directed downward and shielded away from adjacent properties in order to minimize the light impacts to adjacent properties. As shown in **Figure 6**, ***Lighting Plan***, photometric measurements illustrate that the proposed lighting emitted from LED pole lighting would be minimal and would not trespass onto adjacent properties. Furthermore, adherence with the Development Code's shielding requirements would ensure that lighting and glare 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
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?	☐	☐	☐	☒
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
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))?	☐	☐	☐	☒
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

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

a, b) **No Impact.** As shown in Figure 3 and according to the California Department of Conservation's California Important Farmland Finder, the project site is located in an area outside of the Natural Resources Conservation Services (NRCS) soil survey and is

not mapped by the Farmland Mapping and Monitoring Program (FMMP). In addition, the project site is not located within or near to any designated farmlands or Williamson Act designated farmland.[1],[2] Project implementation would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impact would occur.

c, d) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The project site contains no forest land or timber, is vacant and nearly devoid of vegetation with only sporadic ruderal vegetation found along the project's eastern boundary abutting the mobile home park. Therefore, no impact would occur.

e) **No Impact.** The project site does not contain agricultural resources or farmland that would be converted with implementation of the project. The project site is not zoned for agriculture or considered farmland. Therefore, no impact would occur in this regard.

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
III.	**AIR QUALITY -** Where available, the significance criteria established by the applicable air quality management district or air pollution control district might be relied upon to make the following determinations. Would the project:				
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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?	☐	☐	☒	☐
c)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d)	Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☒

[1] California Department of Conservation Important Farmland Finder, https://maps.conservation.ca.gov/dlrp/ciff/ accessed May 30, 2023.
[2] California Department of Conservation Williamson Act Enrollment Finder, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/ accessed June 29, 2023.

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

***San Bernardino Countywide Plan, 2020*; *Appendix A: Air Quality Analysis for PROJ-2021-00099: Ken's Towing Services Impound Yard Project, Baker, CA* (MIG, March 7, 2023).**

a) **Less Than Significant Impact.** The project site is within the Mojave Desert Air Basin (MDAB). The Mojave Desert Air Quality Management District (MDAQMD) includes the desert portion of San Bernardino County. MDAQMD is responsible for controlling emissions primarily from stationary sources within the MDAQMD and also maintains air quality monitoring stations to document historical and current levels of air quality within the District. The MDAQMD is also responsible for development, updating, and implementing the Ozone Attainment Plan (MDAQMD 2004) which established a plan to implement, maintain, and enforce a program of emission control measures to attain and maintain the federal ozone air quality standards. Attainment plans prepared by various air pollution control districts throughout the state are used to develop the State Implementation Plan (SIP) for the State of California. The proposed project is within the MDAB and is therefore subject to the rules and regulations of the MDAQMD.

The MDAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the air quality attainment plan (AQAP) for the MDAB. Regional AQAPs were adopted in 1991, 1994, and 1997. The following SIP and AQAP are currently approved plans for the MDAB.

- 1997 SIP for O_3, PM_{10}, NO_2
- 1995 Mojave Desert Planning Area Federal PM_{10} Attainment Plan; no formal action by EPA

According to the MDAQMD, a project is non-conforming if it conflicts with or delays implementation of any applicable attainment or maintenance plan. A project is conforming if it complies with all applicable MDAQMD rules and regulations, complies with all proposed control measures that are not yet adopted from the applicant plans, and it is consistent with the growth forecasts in the applicable plans, or is directly included in the applicable plan. The proposed project is not anticipated to significantly increase local air emissions (see threshold b below) and therefore would not conflict with or obstruct implementation of the plan. Impacts would be less than significant.

b) Less than Significant Impact. MDAQMD's significance criteria are used to make the above determinations. According to the MDAQMD, an air quality impact is considered significant if a project would violate any NAAQS (National Ambient Air Quality Standards) or California Ambient Air Quality Standards (CAAQS), contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The MDAQMD has established thresholds of significance for air quality during construction and operational activities of land use development projects, as shown in **Table 1, *Mojave Desert Air Quality Management District Emissions Thresholds***. These mass emissions thresholds are pollutant limits described in pounds per day and tons per year. The project emissions are quantified using the methods described above and compared to the MDAQMD's thresholds.

Table 1: Mojave Desert Air Quality Management District Emissions Thresholds		
Pollutants	**Annual Thresholds (tons)**	**Daily Thresholds (pounds)**
Greenhouse Gases (CO_2e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Nitrogen Oxides (NO_X)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SO_X)	25	137
Coarse Particulates (PM_{10})	15	82
Fine Particulates ($PM_{2.5}$)	12	65
Source: *Mojave Desert Air Quality Management District, MDAQMD CEQA and Federal Conformity Guidelines, April 2016.*		

A significant project must incorporate mitigation sufficient to reduce its impact to a level that is not significant. A project that cannot be mitigated to a level that is not significant must incorporate all feasible mitigation. The emission thresholds are given as a daily value and an annual value, so that multi-phased project (such as project with a construction phase and a separate operational phase) with phases shorter than one year can be compared to the daily value.

Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern within the project area include ozone-precursor pollutants (i.e., ROG and NO_X), PM_{10}, and $PM_{2.5}$. Construction-generated emissions are short term and of temporary duration, lasting only as long as construction activities occur, but would be considered a significant air quality impact if the volume of pollutants generated exceeds the MDAQMD's thresholds of significance.

Construction results in the temporary generation of emissions resulting from site grading, road paving, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

The construction of the proposed project would include minor grading (2 weeks) to level the site and put in the infiltration basin, delivery and compaction of approximately 1,700 cubic yards of decomposed granite (2 weeks), and construction of the other on-site and off-site improvements (6 weeks). Construction activities are anticipated to begin in the 1st or 2nd quarter of 2023 and last approximately 10 weeks in total. The operation of the new impound yard is anticipated to begin in the 2nd or 3rd quarter of 2023.

The project involves the replacement of an existing, approximately 0.5-acre vehicle impound yard with storage for up to 100 total vehicles with a new, approximately 5.0-acre vehicle impound yard with storage for up to approximately 390 total vehicles. Construction activities would disturb a total of approximately 5.0 acres of land, and would include minor

grading, aggregate delivery and compaction, and other minor on-site and off-site construction activities (e.g., excavation of a small stormwater infiltration basin, installation of a perimeter wall and security lighting, and sidewalk improvements).

The proposed project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2022.1.1.5. Construction phase and duration and the type and amount of equipment used during construction were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- Construction phases, schedule, and equipment operations were modified to reflect project-specific construction activities.
- 1,700 cubic yards of aggregate hauling was incorporated into the model run.

The proposed project's maximum daily unmitigated construction emissions are shown in **Table 2, Unmitigated Maximum Daily Construction Emissions**.

Table 2: Unmitigated Maximum Daily Regional Construction Emissions

Construction Phase	Maximum Pollutant Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading	1.7	16.6	15.3	<0.1	8.0	4.2
Aggregate Delivery	1.4	15.2	12.3	<0.1	7.7	4.1
On- and Off-site Improvements	2.0	19.2	19.5	<0.1	7.6	4.2
MDAQMD CEQA Threshold	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG: Air Quality Analysis (March 7, 2023), Attachment 1 of Appendix A.

As shown in Table 2, the proposed project's maximum daily unmitigated criteria air pollutant emissions would be well below the MDAQMD's recommended regional pollutant thresholds. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed MDAQMD regional CEQA thresholds. Impacts would be less than significant.

Operational Emissions

The proposed project's operational emissions were also estimated using CalEEMod, as well as the US Environmental Protection Agency's (USEPA) Compilation of Air Pollutant Emission Factors (AP-42) manual. The modeling is based on the project's first year of operation (assumed to be 2023), using default data assumptions generated by CalEEMod, modified as necessary to reflect the following project-specific context, information, and details:

- Project-specific land use information (i.e., lot acreage, building square footage, etc.) was applied to the model;
- Project-specific employee and tow truck trip information was applied to the model. Daily trip activity is based on up to 16 daily employee trips and 20 daily tow truck trips, or 10 service calls, with employees assumed to travel 20 miles per trip and tow trucks assumed to travel 60 miles per trip. Annual trip activity is based on the daily average service calls per day that Ken's Towing Services responds to (6 service calls, or 12 tow truck trips per day).

- Fugitive dust emissions associated with on-site vehicle travel were calculated using USEPA's assumptions for vehicles travelling on unpaved surfaces at industrial sites (USEPA 2006, Equation 1a). Employee and loaded tow truck vehicle weights were assumed to be three (3) tons and 18 tons, respectively. The mean silt content of the crushed stone surface was assumed to be 6.4% (WRAP 2006, Table 6-2). Employee vehicles were assumed to travel up to 0.1 miles on-site per trip. Tow trucks were assumed to travel up to 0.3 miles on-site per trip.

The proposed project's maximum daily unmitigated operational emissions are shown in **Table 3, *Unmitigated Maximum Daily Operational Emissions***.

Table 3: Unmitigated Maximum Daily Regional Operational Emissions

Emissions Source	Maximum Daily Pollutant Emission (Pounds Per Day)(A)					
	VOC	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	0.1	3.3	2.1	<0.01	0.6	0.2
On-site Fugitive Dust	--	--	--	--	12.8	1.3
Total Daily Emissions(B)	0.1	3.3	2.1	<0.1	13.4	1.5
MDAQMD Threshold	**137**	**137**	**548**	**137**	**82**	**65**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG: Air Quality Analysis (March 7, 2023), Attachment 1 of Appendix A.
(A) Emissions presented are worst-case emissions and may reflect summer or winter daily emissions levels.
(B) Emissions presented are worst-case emissions and may reflect summer or winter daily emissions levels.

As shown in Table 3, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the MDAQMD's-recommended pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed MDAQMD CEQA thresholds. Impacts would be less than significant.

c) **Less than Significant Impact**. MDAQMD considers sensitive receptors to be a residence, school, daycare center, playgrounds, or medical facilities where children are present, or where an individual could remain at the location for 24 hours. The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the project site (i.e., within 1,000 feet) include the residences within the existing mobile home park directly adjacent to the site to the east and other rural residences within 1,000 feet of the site to the north.

A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction and operation of the project would be diesel particulate matter, or DPM, a known TAC. The proposed project's construction activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk for several reasons. First, the proposed project does not involve substantial earthmoving or grading activities that would require large amounts of heavy-duty equipment associated with the highest DPM emissions. Second, construction activities associated with the project would be short-term, lasting approximately 10 weeks. Finally, the MDAQMD identifies that certain facilities are more likely to result in impacts to sensitive receptors, including industrial or commercial distribution center with 40 or more truck trips per day when located within 1,000 feet of a sensitive receptor. The proposed project does not include industrial process emissions and would not generate more than 40 tow truck trips per day. Since the proposed project would not generate substantial, continuous DPM emissions, it would not result in

adverse health effects to existing sensitive receptors that exceed the MDAQMD's significance criteria[3].

Carbon Monoxide Hot Spots

An analysis of CO "hot spots" is needed to determine whether the change in the level of service of an intersection as a result of the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined. Accordingly, with the steadily decreasing CO emissions from vehicles, even very busy intersections do not result in exceedances of the CO standard. MDAQMD has not established CO hotspot methodology. Furthermore, and as described in the Project Description, the project would create a trip generation of 36 trips per day.

Additionally, the 2003 Air Quality Management Plan is the most recent AQMP that addresses CO concentrations. As part of the SCAQMD CO Hotspot analysis, the Wilshire Boulevard/Veteran Avenue intersection, one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day, was modeled for CO concentrations. The project's proposed volume of traffic (36 trips per day) would not produce the volume of traffic required to generate a CO hot spot in the context of SCAQMD's 2003 CO hot-spot analysis. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection even as it accommodates 100,000 vehicles daily, it can be reasonably inferred that CO hotspots would not be experienced at any vicinity intersections from 36 daily vehicle trips attributable to the project. Therefore, impacts would be less than significant.

Sensitive Air Quality Receptors/Health Risks

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the MDAQMD consider residences, schools, childcare centers, parks and playgrounds, and medical facilities to be sensitive air quality land uses and receptors (MDAQMD 2020; CARB 2005). The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the project site (i.e., within 1,000 feet) include the residences within the existing mobile home park directly adjacent to the site to the east and other rural residences within 1,000 feet of the site to the north.

In addition to criteria air pollutants, the USEPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) (by USEPA) or Toxic Air Contaminants (TACs) (by CARB), respectively. These pollutants can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer). People exposed to HAPs/TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious

[3] The MDAQMD (2020) has established the following thresholds of significance for projects that generate TAC emissions: Maximum Incremental Cancer Risk ≥ 10 in 1 million; Chronic & Acute Hazard Index ≥ 1.0 (project increment).

health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems.

A portion of the PM10 and PM2.5 emissions generated during construction and operation of the project would be diesel particulate matter, or DPM, a known TAC. The proposed project's construction activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk for several reasons. First, the proposed project does not involve substantial earthmoving or grading activities that would require large amounts of heavy-duty equipment associated with the highest DPM emissions. Second, construction activities associated with the project would be short-term, lasting approximately 10 weeks. Finally, the MDAQMD identifies that certain facilities are more likely to result in impacts to sensitive receptors, including industrial or commercial distribution center with 40 or more truck trips per day when located within 1,000 feet of a sensitive receptor. The proposed project does not include industrial process emissions and would not generate more than 40 tow truck trips per day. Since the proposed project would not generate substantial, continuous DPM emissions, it would not result in adverse health effects to existing sensitive receptors that exceed the MDAQMD's significance criteria. Impacts would be less than significant and no mitigation is required.

d) **Less Than Significant Impact.** MDAQMD recommends that odor impacts be addressed in a qualitative manner. Such analysis shall determine whether the project would result in excessive nuisance odors, as defined under California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. However, construction-related odors would be short term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Construction-related impacts would be less than significant.

Relative to operational odor impacts, Land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Because the proposed uses of the project would not involve any of these uses, the operation of the proposed impound yard would not generate unusual, atypical, or excessive odors that could affect a substantial number of people. A less than significant impact 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
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?	☐	☒	☐	☐
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?	☐	☐	☐	☒
c)	Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐		☐	☒
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?	☐	☐	☐	☒

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

***San Bernardino Countywide Plan, 2020*; San Bernardino Countywide Plan Draft EIR; Appendix B: *Habitat and Jurisdictional Assessment for the Proposed Towing Yard Project Located in the City of Baker, San Bernardino County, California* (ELMT Consulting, 2021).**

a) **Less than Significant with Mitigation Incorporated.** The majority of the site is disturbed land that has been impacted by grading, materials stockpiling, vehicle storage, construction equipment storage, and on-site and surrounding development. Due to historic and ongoing land uses, the project site does not support any natural plant communities. Disturbed areas supported on-site are typically devoid of vegetation or sparsely vegetated with the exception of the eastern boundary which receives supplemental water from adjacent development. Plant species found in disturbed areas include creosote (*Larrea tridentata*), Arabian grass (*Schismus arabicus*), allscale saltbush (*Atriplex polycarpa*), desert holly (*Atriplex hymenelytra*), Yuma sandmat (*Euphorbia setiloba*), Sonoran sandmat (*Euphorbia micormera*), puncturevine (*Tribulus terrestris*), devil's lettuce (*Amsinckia tessellata*), bermudagrass (*Cynodon dactylon*), palo verde (*Parkinsonia* sp.), mustard (*Brassica tournefortii*), and tamarisk (*Tamarix ramosissima).*

Developed land generally refers to paved or otherwise generally impervious areas. The project site supports developed land in the forms of paved or compacted gravel access roads and lots along the northern, western, and southern boundaries. These areas tend to be devoid of vegetation except for especially hardy species that are adapted to growing in such conditions. Plant species observed in the developed areas of the project site include Arabian grass, devil's lettuce, mustard, and puncturevine.

Special Status Plant Species

Special-status plant species are those with unique biological significance, limited distribution, restricted habitat requirements, particular susceptibility to human disturbance, or a combination of these factors. Special-status plant species are those plants listed, proposed for listing, or candidates for listing as Threatened or Endangered by the US Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act (FESA); those listed or proposed for listing as Rare, Threatened, or Endangered by the California Department of Fish and Wildlife (CDFW) under the California Endangered Species Act (CESA); and plants on the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants with a California Rare Plant Rank.

According to the California Natural Diversity Database (CNDDB) and CNPS, four (4) special-status plant species have been recorded in the Baker quadrangle. No special-status plant species were observed on-site during the habitat assessment. Based on habitat requirements for specific special-status plant species, the availability and quality of on-site habitats, it was determined that the project site do not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from the project site. No focused surveys are recommended.

Special Status Wildlife Species

Special-status wildlife species are those species included on the CDFW "Special Animals" list. Special animals refer to all taxa the CNDDB tracks. According to the CNDDB, five (5) special-status wildlife species have been reported in the Baker quadrangle. No special-status wildlife species were observed on-site during the habitat assessment. Based on habitat requirements for specific species, the availability and quality of onsite habitats, and isolation of the project site it was determined that the proposed project site does not have potential to support any of the special-status wildlife species known to occur in the area and all are presumed to be absent from the project site. No focused surveys are recommended.

Nesting Birds

The project site and surrounding area provides foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that could occur in the area. In addition, the undeveloped portions of the project site have the potential to provide suitable nesting opportunities for birds that nest on the open ground and those acclimated to routine disturbances (e.g., killdeer (*Charadrius vociferans*)). No raptors are expected to nest on-site due to lack of suitable nesting opportunities.

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, the project would be required to perform a pre-construction clearance survey of nesting birds to occur three (3) days prior to the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction. Implementation of **Mitigation Measure MM BIO-1** would ensure that impacts to nesting birds are reduced to less than significant.

b) **No Impact.** Based on the Jurisdictional Delineation prepared for the project, there are no riparian habitats or federally protected wetlands or resources on the project site. The project site does not contain any water resources (e.g., streams, creeks, channels, vernal pools) nor would the proposed land uses potentially impact wetlands. No impact would occur and no mitigation is required.

c) **No Impact.** Refer to Discussion IV(b), above. No impact would occur.

d) **Less than Significant Impact.** Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. According to the San Bernardino Countywide Plan Draft EIR, wildlife corridors in the Desert Region include the China Lake North and South Ranges, Edwards Air Force Base, Kingston Mesquite Mountains, Mojave National Preserve, Stepladder and Turtle Mountains, Whipple Mountains, Twentynine Palms and Newberry–Rodman, and Joshua Tree National Park. The project site is not located within any of these areas. The proposed project would be confined to existing areas that have been heavily disturbed and are isolated from regional wildlife corridors and linkages. In addition, there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage. As such, implementation of the proposed project is not expected to impact wildlife movement opportunities. Therefore, impacts to wildlife corridors or linkages would be less than significant.

e) **No Impact.** County of San Bernardino Development Code Section 88.01.060, *Desert Native Plant Protection,* provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Section 88.01.060 outlines desert native plants that shall not be removed or altered, with the exception of fruit, without obtaining a Tree or Plant Removal Permit. As described in Discussion IV(a) above, it was determined that the project site does not provide suitable habitat for any of the special-status plant species known to occur in the area and are presumed to be absent from the project site. Therefore, no impact would occur.

f) **No Impact.** According to the Countywide Plan Policy Map NR-2, *Parks and Open Space Resources*, the project site is not located within a designated Habitat Conservation Plan.

However, the site is located within a Bureau of Land Management (BLM) Area of Critical Environmental Concern[4]. The project is not also located within a federally-designated Critical Habitat area; the nearest designated Critical Habitat located approximately 3.9 miles east of the project site for desert tortoise (*Gopherus agassizii*). Therefore, the loss or adverse modification of Critical Habitat from site development would not occur and consultation with the USFWS for impacts to Critical Habitat would not be required for implementation of the proposed project.

Mitigation Program

MM BIO-1 If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest will be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

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

[4] Countywide Plan Policy Map *NR-2 Parks and Open Space Resources*; https://countywideplan.com/wp-content/uploads/sites/68/2021/02/NR-2-Parks-Open-Space-Resources-201027.pdf; Accessed June 7, 2023.

	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?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Disturb any human remains, including those outside of formal cemeteries?	☐	☒	☐	☐

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

***San Bernardino Countywide Plan, 2020;* Appendix C: *Cultural Resources Survey for the Baker Tow Yard Project, Community of Baker, San Bernardino County, California,* Anza Resource Consultants, January 2022.**

a) **No Impact**. Historical resources are defined as buildings, structures, objects, sites, and districts of significance in history, archaeology, architecture, and culture. These resources include intact structures of any type that are 50 years or more of age. These resources are sometimes called the "built environment" and can include, in addition to houses, other structures such as irrigation works and engineering features. Historical resources are preserved because they provide a link to a region's past as well as a frame of reference for a community.

State CEQA Guidelines Section 15064.5 defines "historic resources" as resources listed in the California Register of Historical Resources or determined to be eligible by the California Historical Resources Commission for listing in the California Register of Historic Resources. The National Register of Historic Places recognizes properties that are significant at the national, State and local levels. In accordance with State CEQA Guidelines Section 15064.5, a site or structure may be considered a historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of PRC Section 5020.1(j), or if it meets the criteria for listing in either the National Register of Historic Places or the California Register of Historical Resources (14 CFR §4850). CEQA allows local historic resource guidelines to serve as the California Register of Historical Resources criteria if enacted by local legislation to act as the equivalent of the State criteria.

<u>California Historical Resource Information System (CHRIS)</u>

Anza Resource Consultants requested for a records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. The search was

requested to identify previous cultural resources studies and previously recorded cultural resources within a one-mile radius of the project site. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5-, 15-, and 30-minute quadrangle maps.

Record search results identified 27 cultural resources studies that were conducted within a one-mile radius of the project site (Refer to Table 1 of the Cultural Resources Survey). One of the studies (SB-07980) was conducted approximately 0.25-mile southeast of the project site; the remaining 26 studies were conducted greater than 0.25-mile from the project site and not mapped by SCCIC for the records search results. None of the studies identified cultural resources within or adjacent to the project site.

Historic aerial review did show two structures located at the southwest corner of the site that were demolished via an approved permit and removed sometime between October 2010 and March of 2013

Nonetheless, no landmarks designated by the County of San Bernardino or City are near the project site. On-site reconnaissance and survey did not identify any historical resources on site. Due to the lack of significant historic resources on the project site, the project would have no impact on historic resources.

b) **Less than Significant with Mitigation Incorporated.** The majority of the project site is graded and undeveloped within the northernmost portion (0.62 acres) of the project site and is separated by an earthen berm from the rest of the site. The site currently serves as a vehicle equipment repair storage yard. The site is generally flat with a gentle slope from the northern to southern boundary, with on-site elevations ranging from approximately 1,015 feet to 1,008 feet above mean sea level (amsl). The project site generally drains in a southerly direction. The survey results did not identify any archaeological, historic built environment, or tribal cultural resources onsite.

A Sacred Land file search from the Native American Heritage Commission (NAHC) was conducted resulting in a negative occurrence for tribal resources. See Section XVIII, *Tribal Cultural Resources*, for additional analysis of tribal cultural resources and consultation. Nonetheless, construction activities for the project would include grading and excavating, which could have the potential to affect unanticipated archaeological resources. The project would be required to implement **Mitigation Measure MM CR-1**, which requires the halting of all ground-disturbing activities in the event of an unanticipated discovery, followed by contact with a qualified archaeologist to evaluate the find to determine its cultural significance under CEQA to determine the appropriate level of treatment. With implementation of Mitigation Measure MM CR-1, impacts would be reduced to less than significant.

c) **Less than Significant with Mitigation Incorporated.** No known human remains occur on the project site. However, given the undeveloped nature of the project site, there is a possibility of human remains that exist beneath the surface. In the event human remains are encountered during earth removal or disturbance activities, the project would be required to comply with **Mitigation Measure MM CR-2**, which requires compliance with

the California Health and Safety Code Section 7050.5, PRC 5097.98. Compliance with these measures would reduce impacts to a less than significant level.

Mitigation Program

MM CR-1 If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and an archaeologist meeting the Secretary of the Interior's Historic Preservation Professional Qualification Standards for archaeology (National Park Service 1997) must be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation may be warranted.

MM CR-2 The discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the county coroner must be notified immediately. If the human remains are determined to be prehistoric, the coroner shall notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant. The Most Likely Descendant shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

Therefore, no significant adverse impacts are identified or anticipated with implementation of the above 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?	☐	☐	☒	☐
b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

SUBSTANTIATION: ***San Bernardino Countywide Plan, 2020.***

a) **Less than Significant Impact**. The following discusses the potential energy demands from construction activities associated with the proposed project. Operational energy uses are also addressed in this section.

Short-Term Construction

The use of energy resources for vehicles, grading, paving and equipment would fluctuate during the phase of construction and would be temporary. Upon completion of the project, all construction activities would cease. Contractors would comply with Section 2449 of the California Code of Regulations, Title 13, Chapter 9, Article 4.8, which requires minimizing non-essential idling of construction equipment during. Compliance with Section 2449 would limit wasteful and unnecessary energy consumption. Construction would require the use of nonrenewable construction material, such as concrete, asphalt and metals. The scope of construction activities is minimal with removal activities occurring in short periods. Large amounts of energy would not be expended, and all grading/construction vehicles would comply with federal and State standards for on- and off-road vehicles (e.g., emission standards set by the California Air Resources Board), meaning wasteful usage of energy would not occur. Construction-related impacts would therefore be less than significant.

Operational Electricity

The proposed project would serve as an impound yard for the storage of vehicles and tractor trailer/RVs; no structures or buildings necessitating the need for electricity is proposed. Proposed pole lighting for security purposes would be equipped with photovoltaic solar powered LED pole lighting and would eliminate the need for electrical service from SCE, which provides electricity to the Baker Community Services District. Therefore, impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas service to the project area. The proposed project does not propose the use of natural gas for its

proposed use (impound storage yard) and therefore would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. Impacts would be less than significant.

b) **Less than Significant Impact.** Project implementation would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur. The State's electricity grid is transitioning to renewable energy under California's Renewable Energy Program. Executive Order (EO) S-14-08, signed in November 2008, expanded the State's renewable portfolios standard to 33 percent renewable power by 2020. This standard was adopted by the legislature in 2011 (SB X1-2). SB 350 increased the procurement of electricity from renewable sources from 33 percent to 50 percent (with interim targets of 40 percent by 2024, and 45 percent by 2027) and SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

As discussed in Discussion VI(a), the project would be equipped with photovoltaic solar powered LED pole lighting, which would eliminate the need for electrical service from SCE. The proposed project would also not conflict with any State or local plans for renewable energy or energy efficiency. As such, impacts would be less than significant.

Therefore, no 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.	☐	☐	☐	☒
	ii. Strong seismic ground shaking?	☐	☐	☒	☐
	iii. Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
	iv. Landslides?	☐	☐	☐	☒
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District).* ***San Bernardino Countywide Plan, 2020***

a.i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. According to the Alquist-Priolo Fault Zone and Seismic Hazard Zone Map, the project site is not located in a Fault Zone. Therefore, the proposed project would not result in any significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Map. No impact would occur.

a.ii) **Less than Significant Impact.** The County, as well as most of Southern California, is located in a region of historic seismic activity. There are no known active or potentially active faults in the project area. As shown in Policy Map HZ-1 of the Countywide Policy Plan, *Earthquake Fault Zones*, the nearest mapped active fault to the project site is the Garlock Fault, located approximately 34 miles northwest.

The State of California Seismic Hazards Mapping Act of 1990 (SHMA) requires the California Department of Conservation to identify and map areas prone to amplified ground shaking. The project site is not in a SHMA Seismic Hazard Zone. During seismic events, the project site could experience moderate ground shaking associated with the fault as described above.

The intensity of ground shaking would depend on the earthquake's magnitude, epicenter, and geology of the area between the epicenter and the project site. The proposed project would comply with the seismic design parameters outlined in the latest California Building Code (CBC) and all plans would be reviewed by the County's Building Division prior to construction to ensure compliance. Therefore, the proposed project would not cause potential adverse effects associated with strong seismic ground-shaking. Impacts would be less than significant and no mitigation is required.

a.iii) **No Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. The potential for liquefaction exists in areas with relatively loose, sandy soils and high groundwater levels (less than 50 feet in depth) during long-duration strong ground shaking. According to the Department of Water Resources Groundwater Information Center Interactive Map Application (GICIMA), groundwater measurements average at approximately 76 feet below ground surface (bgs).[5] In addition and according to Countywide Plan EIR Figure 5.6-3, *Liquefaction and Landslide Susceptibility*, the project site is not identified as an area prone to liquefaction. Overall, due to the flat topography of the project site, the project site is not considered susceptible to liquefaction or lateral spreading. Therefore, no impact would occur.

a.iv) **No Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is predominantly flat and does not present hazards of landslides. Therefore, no impact would occur.

[5] Department of Water Resources Groundwater Information Center Interactive Map Application (GICIMA). Online: https://gis.water.ca.gov/app/gicima/ Accessed: July 6, 2022.

b) **Less than Significant Impact.** Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction grading the project would be required to comply with Development Code Section 85.11.030, *Erosion Control Plan and Inspection Required,* in requiring the preparation of a Stormwater Pollution Prevention Plan (SWPPP), which would include Best Management Practice (BMP) measures such as the use of sandbags, fiber rolls and silt fencing to reduce project site runoff and hold topsoil in place prior to final grading and construction. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Compliance with these requirements would ensure that project impacts are less than significant; no mitigation is required.

c), d) **Less than Significant Impact.** Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. According to the US Geological Survey's *Areas of Land Subsidence in California* interactive map, the project is not located in an area for potential of land subsidence.[6]

In addition, the potential for landslides and liquefaction are minimal due to the project's relatively flat area and the depth of the groundwater table. As noted above, the proposed project would conform to the most recently published CBC. Furthermore, conformance with standard engineering practices and design criteria would reduce the potential for substantial risks to life or property as a result of expansive soils. Therefore, impacts would be less than significant and no mitigation is required.

e) **No Impact.** The proposed project does not propose the use of septic tanks and would connect to the existing sanitary sewer system for wastewater disposal. Therefore, no impact would occur.

f) **Less than Significant With Mitigation Incorporated.** As indicated in the National Geologic Map Database Mapview[7], the project site is underlain by Quaternary alluvium (Qal) soils. The project site is not located within Quaternary deposits containing intermediate alluvium (Qia) or older alluvium (Qoa), which otherwise, typically contains deposits of older (Pleistocene) alluvium and greater potential for containing fossiliferous sediments. Although proposed grading/excavation, as identified in the project's proposed infiltration basin, would not exceed four (4) feet in depth below ground surface, there is the potential to uncover unidentified paleontological resources during such ground-disturbing activities. Therefore, compliance with MM GEO-1, which addresses the actions to be taken should paleontological resources be found during project construction, is required to reduce potential impacts to paleontological resources to a less than significant level.

Mitigation Program

MM GEO-1 If unanticipated fossils are unearthed during grading and trenching activities, work shall be halted in that area and an appointed or qualified paleontologist shall assess the significance of the find. Work may resume immediately on the subject site, however, must maintain project grading and trenching activities at a minimum of 50

[6] US Geological Survey (USGS) *Areas of Land Subsidence in California* interactive map viewer; Online: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html. Accessed: July 6, 2022.
[7] US Geological Survey (USGS) National Geologic Map Database (NGMDB) Mapview, Online: https://ngmdb.usgs.gov/ngmdb/ngmdb_home.html Accessed: April 13, 2023.

feet away from the find.

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

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

SUBSTANTIATION:
***San Bernardino Countywide Plan, 2020; Mojave Desert Air Quality Management District (MDAQMD) California Environmental Quality Act (CEQA) and Conformity Guidelines;* Appendix A: *Air Quality Analysis for PROJ-2021-00099: Ken's Towing Services Impound Yard Project, Baker, CA* (MIG, March 7, 2023).**

a) **Less Than Significant Impact.** Pursuant to Appendix G of the State CEQA Guidelines, a project would have a potentially significant impact if it generates GHG emissions, directly or indirectly, that may have a significant impact on the environment; or conflicts with an applicable plan, policy, or regulation adopted to reduce GHG emissions. Section 15064.4 of the CEQA Guidelines specifies how the significance of GHG emissions is to be evaluated. The process is broken down into quantification of project-related GHG emissions, making a determination of significance, and specification of any appropriate mitigation if impacts are found to be potentially significant. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions.

Construction GHG Emissions

Construction of the project would result in direct emissions of Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), and Methane (CH_4) from construction equipment and the transport of materials and construction workers to and from the project site. Construction GHG emissions are typically summed and amortized over the lifetime of the project (assumed to be 30 years), then added to the operational emissions. Total GHG emissions generated during all phases of construction were combined. Project construction emissions would not exceed daily thresholds for construction GHG emissions as the project would generate a total of 67.0 MTCO2e or approximately 2.23 MTCO2e/year when amortized over 30 years (Refer to Appendix A, Attachment 1: Table 2.2, *Construction Emissions by Year, Unmitigated*, pg. 17).

Operational GHG Emissions

Operational or long-term emissions occur over the life of the proposed project. GHG emissions would result from direct emissions related delivery or pick up a vehicle(s) from the impound yard at any given hour. Because the project would generate approximately 400 MTCO2e/year, the project would not result in an increase in GHG emissions that exceed the MDAQMD's screening threshold of 100,000 MTCO2e/yr. Therefore, project-related operational GHG emissions would be less than significant.

b) **Less Than Significant Impact.** The *County of San Bernardino Regional Greenhouse Gas Reduction Plan* outlines goals to reduce energy consumption and GHG emissions to become a more sustainable community and to meet AB 32 goals. The project would not result in emissions that would adversely affect state-wide attainment of GHG emission reduction goals as described in AB 32 and SB 32. In support of this, the project proposes to incorporate outdoor pole lighting supplied via solar photovoltaic (PVC) panels mounted on top of each pole and thus would not rely on outside electrical utility powers sources that may rely on usage of fossil fuels for generation of electricity into the power grid. Therefore, project construction and operational GHG emissions as indicated above, would therefore have a less than cumulatively considerable contribution to global climate change impacts. Accordingly, 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
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; California Department of Toxic Substances Control (DTSC) online GeoTracker; Water Quality Management Plan for: APN 0544-471-08-0000 (Sake Engineers, Inc. April 23, 2021).

a) **Less Than Significant Impact.** Exposure of the public or the environment to hazardous materials can occur through transportation accidents; environmentally unsound disposal methods; improper handling of hazardous materials or hazardous wastes (particularly by untrained personnel); and/or emergencies, such as explosions or fires. The severity of these potential effects varies by type of activity, concentration and/or type of hazardous materials or wastes, and proximity to sensitive receptors.

Project construction is not anticipated to involve the transport, use, creation or disposal of hazardous materials. Small quantities of potentially hazardous substances such as gasoline, diesel fuel and lubricants or other petroleum-based products would be used for delivery vehicles of decomposed granite (DG) and for mechanized equipment during grading of construction of the impound yard parking lot. Should any unknown contaminated soils or other hazardous materials be discovered and be removed from the project site, the soils/material can be transported only by a licensed hazardous waste hauler in covered containment devices in compliance with all applicable County, State, and federal requirements.

Therefore, impacts associated with the transport, use, or disposal of hazardous materials would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** As indicated in the Department of Toxic Substances Control's (DTSC) Geotracker online interactive map, the project site is not included on a hazardous site list and there are no records of any spills, releases, or incidences associated with the project site. The nearest recorded environmental hazard in the vicinity of the project site is associated with a towing service company (Ken's Towing Service) located at 72946 Baker Boulevard, approximately 130 feet south of the project site. This site received a Leaking Underground Storage Tank (LUST) clean-up citation status with the DTSC in 1995, addressed remediation efforts of contaminants as a result of the LUST and received closure confirmation from DTSC closed on February 7, 1997.

The proposed project would serve as an impound yard for the storage of standard vehicles and for tractor trailer/RVs. The project's Water Quality Management Plan (WQMP) (Appendix D-2) provides source control BMPs in requiring the project to implement water efficient irrigation for landscaping, construction of waste storage areas to reduce pollution introduction and low impact development (LID) BMPs incorporated into the design and construction of the infiltration basin in order to filter and treat runoff captured from the impound yard. The WQMP also requires the landowner to comply with post-construction inspection and maintenance responsibilities including but not limited to the removal of accumulated trash and debris from the infiltration basin (start and end of the wet season) and prohibiting of any type vehicular maintenance and washing of vehicles onsite. With the project landowner to be conditioned to adhere to all of the requirements as prescribed in the WQMP, impacts would be less than significant and no mitigation is required.

c) **No Impact.** The nearest schools (Baker Valley Elementary, Baker Valley Junior High School and Baker Valley High School) are all located at 72100 Schoolhouse Lane, approximately 0.89 mile southwest of the project site. Furthermore, the project does not propose any uses that would potentially generate hazardous materials in significant quantities that would have an impact to schools. No impact would occur and no mitigation is required.

d) **Less Than Significant Impact.** Refer to Discussion IX(b) above.

e) **No Impact.** There are no public or private airports located within the vicinity of the project site. The nearest public airport is Baker Airport, located approximately 1.45 miles

northwest of the project. According to the San Bernardino County Airport Comprehensive Land Use Plan for Baker Airport (March 1992), the project site is not located within Baker Airport's Safety Review Areas. Therefore, no impact would occur.

f) **Less Than Significant Impact.** As shown in **Figure 5**, all project access would be provided via Silver Lane. The proposed project would not result in the permanent closure of this roadway. However, prior to construction, the project would be conditioned to provide a Construction Staging and Detouring Plan to address the staging location for construction grading equipment, temporary signage and detouring (i.e., half-street closure) that may need to occur along Silver Lane during right-of-way improvements. With implementation of this condition, impacts would be reduced to less than significant.

g) **Less Than Significant Impact.** The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California. The project site is not located within an identified State or Local fire hazard area. However, due to the proposed use (vehicle/RV impound yard), the project in accordance with Section 7-202 of the Development Code, *Fire Code Enforcement*, would be required to comply with all standards set forth in the International Fire Code, 2018 Edition (IFC 2018) and would be subject to conditions implemented by San Bernardino County Fire Department and California Department of Forestry (CDF). With compliance with all applicable regulations, a less than significant impact 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
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?	☐	☐	☒	☐
b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒
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;	☐	☐	☒	☐
	ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	☐	☐	☒	☐
	iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	☐	☐	☒	☐
	iv. impede or redirect flood flows?	☐	☐	☒	☐
d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino County General Plan; California Department of Water Resources SGMA Basin Prioritization Dashboard;* Appendix D-1: *Preliminary Hydrology and Hydraulic Report for DRNSTY-2022-00013 Baker Truck Parking NE Corner of Caltrans Ave and Silver Lane Baker, CA 92309 San Bernardino County APN# 0544-471-08-000 (Sake Engineers, May 2023); Appendix D-2: Water Quality Management Plan for APN 0544-471-08-0000 (Sake Engineers, April 2021).

a) **Less than Significant Impact.** Project impacts related to water quality could occur over three different periods:

- During the construction phase, where the potential for erosion, siltation, and sedimentation would be the greatest;
- Following construction, before the establishment of ground cover, when the erosion potential may remain relatively high; and
- After project completion, when impacts related to sedimentation would decrease markedly but those associated with urban runoff would increase.

Runoff during both dry and wet weather, discharges into storm drains, and in most cases flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Major pollutants typically found in urban runoff include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria. Most storm water discharges are considered non-point sources. Runoff from the project site ultimately drains into the Mojave River approximately 1.32 miles to the west. Total Maximum Daily Loads (TMDLs) have been established for the local channels, including the Mojave River by the Lahontan Regional Water Quality Control Board (RWQCB).

Construction. Short-term impacts related to water quality can occur during the grading and construction phases when the potential for erosion, siltation, and sedimentation is greatest. Grading and construction of the proposed project has the potential to produce typical pollutants, such as nutrients, heavy metals, sanitary wastes, fuel, and lubricants. Impacts to storm water quality could occur from grading and construction, and associated earthmoving, and increased pollutant loading.

As described in Discussion IX(b) above, the project's WQMP prescribes source control BMPs in requiring the project to implement water efficient irrigation for landscaping, construction of waste storage areas to reduce pollution introduction, and LID BMPs incorporated into the design and construction of the infiltration basin in order to filter and treat runoff captured from the impound yard. Compliance with these requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant and avoid violation to any water quality standards or waste discharge requirements.

Operations. Currently, the project site is 100 percent pervious whereas development of the project with proposed underlayment and compaction of decomposed granite would result in approximately 3 percent impervious and 97 percent pervious. Onsite runoff would flow in a southwesterly direction toward a proposed infiltration basin situated at the southwest corner of the property. The proposed infiltration basin system would be sized to treat and filter the "design capture volume" (DCV) of storm water received and retain the storm water volume required to prevent downstream runoff onto adjacent streets.

The infiltration basin would capture runoff from the entire property. If in the event runoff exceeds the capacity of the infiltration basin, overflow runoff would flow across the site and discharge on the south side Silver Lane, where it would then flow westward for approximately 300 feet along the south side of Silver Lane before discharging southwesterly into an open undeveloped property.

As indicated in the WQMP, the required DCV is 464.95 cubic feet (cf). However, the proposed infiltration basin system is designed to have a total retention volume of 509.25

cf, which would satisfy the volume requirements for both water quality and storm water. Therefore, the proposed development would not increase peak discharges currently exiting the site under the 100-year storm event.

According to the WQMP, the project proposes to use LID BMPs which would infiltrate a volume that is greater than the increase in runoff volume; therefore, the project would not contribute to erosion of downstream drainage facilities. All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board (SWQCB). The proposed project would comply with these regulations. Waste discharges would connect to the public wastewater system. Therefore, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant and no mitigation is required.

b) **No Impact.** The proposed project (impound storage yard) would not require connection to existing potable water sources or nearby wells, and would therefore not substantially decrease groundwater supplies or interfere substantially with groundwater recharge. No impact would occur.

c)

i. **Less than Significant Impact**. The project site is vacant and generally drains in a southwesterly direction toward Silver Lane. Runoff would flow across the site and discharge on the south side Silver Lane, where it would then flow westward for approximately 300 feet along the south side of Silver Lane before discharging southwesterly into an open undeveloped property. Based on the WQMP and Preliminary Hydrology and Hydraulic Report prepared for the project, implementation of the proposed drainage improvements for the site would not result in substantial on-site or off-site erosion or siltation. The applicant would be required to prepare and submit a SWPPP, which would include BMP measures (i.e., sandbags, fiber rolls and silt fencing) which would meet or exceed measures required by the Phase II Small MS4 General Permit for the Mojave River Watershed to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Development of these BMPs would ensure the project does not result in substantial on-site or off-site erosion or siltation. Impacts would be less than significant and no mitigation is required.

ii. **Less than Significant Impact**. The proposed project would not result in a significant change to the drainage pattern of the site. The project site relief is flat and would not involve the alteration of the course of a stream or river. The proposed project would follow a similar drainage pattern compared to existing conditions; see discussion under Impact a. No flooding would occur on the site. Impacts would be less than significant, and no mitigation is required.

iii. **Less than Significant Impact.** The proposed project would not create or contribute runoff water in exceeding the capacity of existing stormwater drainage systems. As described in X(a) above, the required DCV is 464.95 cubic feet (cf) and that the proposed infiltration basin capacity (509.25 cf) would satisfy the volume requirements for both water quality and storm water. Therefore, the proposed development will not increase peak discharges currently exiting the site under the 100-year storm event. Impacts would be less than significant, and no mitigation is required.

iv. **No Impact.** The project site is not located within the 100-year hazard flood zone

area. Based on the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06071C2325H, the project site is within Zone D. FEMA defines this zone as an area where there are possible but undetermined flood hazards, as no analysis of flood hazards have been conducted. The project site is not subject to flooding and would not impede or redirect flood flows. No impacts would occur and no mitigation is required.

d) **No Impact.** The project site is in an area of minimal flood hazard. The project site is more than 157miles northeast of the Pacific Ocean and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the project site's inland location and lack of nearby waterbodies. The project is not in a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. No impacts would occur, and no mitigation is required.

e) **Less than Significant Impact.** The California Department of Water Resources (DWR) has initiated a technical process called Basin Prioritization, which utilizes the best available data and information to classify California's 515 groundwater basins into one of four categories high-, medium-, low-, or very low-priority, based on eight components that are identified in the California Water Code Section 10933(b). Each basin's priority determines which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the Sustainable Groundwater Management Act (SGMA) apply. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability.

Based on the California Department of Water Resources SGMA Basin Prioritization Dashboard, the project site is located within the Soda Lake Valley groundwater basin, which is categorized as a very low priority basin.[8] Furthermore, the proposed project would not conflict with a sustainable groundwater management plan as it does not propose connection to an existing potable water supply sources or to nearby wells. Therefore, a less than significant impact would occur.

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

[8] California Department of Water Resources SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed June 29, 2023.

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

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; Submitted Project Materials; San Bernardino Countywide Policy Plan, 2020; Countywide Plan Baker Community Action Plan, 2019.

a) **No Impact.** The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

None of the proposed project components would constitute a barrier that would physically divide an established community. No new linear features are included in the project. Access to and movement throughout the project area and the City would not be physically impaired due to the project. Therefore, no impact would occur.

b) **Less than Significant Impact.** The project site is located within the Baker Community Services District and has a zoning designation of Rural Commercial (CR). The purpose of the Rural Commercial designation is to allow for a mix of commercial and lower density residential uses in rural areas (when residential is permitted in the underlying zoning district). Specifically, the CR designation allows for a variety of uses including retail trade, personal services, repair services, lodging services, recreation and entertainment services, transportation services, and similar and compatible uses. Agriculture and residential uses are allowed also but are secondary in importance. The proposed project (impound yard) is allowed under a Conditional Use Permit under the CR designation and that no zone change would be required. Furthermore, according to the Countywide Plan Baker Community Action Guide, the project's proposed half-street improvements consisting of paving, curb and gutter and sidewalk to Caltrans Avenue and Silver Lane would assist in support of the following Community Action Guide Action:

Action Statement D.1.

Repave existing damaged streets and repaint street markings to improve traffic circulation.

The proposed project would not conflict with applicable plans, policies, or regulations and a less than significant impact 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
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay).*

San Bernardino Countywide Plan, 2020

a) **No Impact.** The project site is currently undeveloped. The proposed project does not involve any uses that would result in any impacts to mineral resources. Countywide Plan Policy Map NR-4, *Mineral Resource Zones,* does not identify any known State or locally designated mineral resources, or locally important mineral resource recovery site on the project site. Therefore, there would be no loss of a known mineral resource and no impact would occur.

b) **No Impact.** The 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 is not identified as a locally important mineral resource recovery site. The project site, although disturbed from past grading, has no history of mineral mining is present on the site. No impact 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 inc 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?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
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?	☐	☐	☐	☒

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, 2020*; Appendix E: *Noise and Vibration Analysis for PROJ-2021-00099: Ken's Towing Services,* MIG, March 7, 2023.**

a) Less than Significant With Mitigation Incorporated.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g. land clearing, grading, excavation, paving, trenching). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur near the existing mobile home park residential community to the east, where the closest sensitive receptors (residences) are located approximately 30 feet from the proposed grading and compaction areas for the for project's proposed tow yard storage parking lot. However, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Construction activities would include site preparation, grading and compaction of decomposed granite sidewalk, curb and gutter, half-street right-of-way paving (Silver Lane and Caltrans Avenue northerly extension), light pole installation and CMU block wall construction. Such activities would include graders and dirt hauler trucks for the import and compaction of decomposed granite and graders, rollers, cement truck(s) during street

improvements to Silver Lane and Caltrans Avenue.

Construction Noise

The proposed project involves developing a new impound yard over an approximately 10-week period. Typical construction equipment noise levels are shown in **Table 4, *Project Construction Equipment Noise Levels*.**

Table 4: Project Construction Equipment Noise Levels

Equipment	Noise Level at 50 feet (L_{max})(A)	Percent Usage Factor(B)	Predicted Equipment Noise Levels (L_{eq})(C)					
			50 Feet	75 Feet	100 Feet	150 Feet	200 Feet	250 Feet
Bulldozer	85	40%	81	77	75	71	69	67
Backhoe	80	40%	76	72	70	66	64	62
Scraper	85	40%	81	77	75	71	69	67
Delivery Truck	85	40%	81	77	75	71	69	67

Sources: Caltrans, 2013 and FHWA, 2010.

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount (percent) of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2013: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

As shown in Table 4, the worst case hourly Leq and Lmax construction equipment noise levels are predicted to be in between approximately 80 and 85 dBA at 50 feet; however, the magnitude of the project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (i.e., grading, aggregate delivery, etc.) and the distance between the construction activity and sensitive receptors such as the mobile home park adjacent to the proposed project site. Although construction activities associated with the proposed project would increase noise levels in the project vicinity, the project would not generate a substantial temporary increase in ambient noise levels because:

1. Construction equipment contains standard noise suppression devices such as mufflers, engine shields/covers, and engine/mechanical isolators/mounts that typically reduce engine, mechanical, and exhaust noise levels below standard reference noise levels, which are based on older equipment operations.
2. The worst-case noise levels, which are predicted to occur during grading and aggregate deliveries, would last approximately two to four weeks in total. In addition, construction equipment would move throughout the site during construction, and would not generate the same noise level, day after day, at sensitive receptor locations (i.e., when equipment operates in the center and western sides of the site it would be more than 50 feet from adjacent residences).
3. The proposed project would comply with County Code Section 83.01.080 (g), which limits construction activities to the hours of 7 AM to 7 PM, Monday through Saturday. This code requirement limits construction activities to daytime hours only, when people are generally considered to be least sensitive to environmental noise levels. For the reasons outlined above, the proposed project's construction activities would not generate a substantial, temporary increase in ambient noise levels at sensitive receptor locations. This impact would be less than significant.

For the reasons outlined above, the proposed project's construction activities would not generate a substantial, temporary increase in ambient noise levels at sensitive receptor locations. This impact would be less than significant.

Operational Noise

Once constructed, the proposed project would generate noise from tow truck activities at the impound yard, including loading and unloading of vehicles, tractors, and RVs. The project's potential noise effects are primarily a function of tow truck noise levels and the distance between the tow truck and noise receivers. At their closest - the standard vehicle spaces along the impound yard's eastern and northeastern perimeter - tow truck operations would occur approximately 30 feet from the property line shared with the adjacent mobile home park and at least 35 feet from the exterior façade of any home within the mobile home park; however, most tow truck activities would occur 90 feet or more from noise sensitive property lines and residential buildings. The distances between the proposed project's potential impound yard activity, shared property lines, and nearby noise-sensitive receivers are summarized in **Table 5, *Distance to Noise Receivers Near Project Site*.**

Table 5: Distance to Noise Receivers Near Project Site

Noise Receiver	Closest Distance to Potential Impound Yard Activity
East and North Property Line	30 Feet
West Property Line	85 Feet
South Property Line	50 Feet
Multi-family Residential (Mobile Home Park)	35 Feet
Rural Residence (72999 Paradise Lane)	90 Feet
Rural Residence (57020 Lakeview Road)	170 Feet
Rural Residence (57000 Lakeview Road	230 Feet

Source: *Noise and Vibration Analysis for PROJ-2021-00099: Ken's Towing Services Impound Yard Project, Baker, CA,* MIG, March 7, 2023.

The proposed project includes a six (6)-foot-tall CMU perimeter wall that would block the direct transmission of noise from the project site to adjacent properties and residences. Based on the proposed site elevation and the distances between project noise sources, the CMU wall, and adjacent residences, the CMU wall is estimated to reduce project noise levels by approximately 5.0 to 6.2 dBA, with the wall being more effective for receptors closer to the barrier (e.g., the adjacent mobile home park).

The County does not maintain hourly noise standards for mobile sources of noise like tow trucks; rather the County maintains a 24-hour noise exposure standard for mobile sources. The project anticipates a maximum of 10 service calls per day for the impound yard, meaning the project would generate noise only at certain times. Due to the size of the service territory (50 to 60 miles), impound yard activity would average one (1) vehicle loading/unloading event approximately every two (2) to three (3) hours, or approximately six (6) service calls during daytime hours (7 AM to 7 PM), two (2) service calls during evening hours (7 PM to 10 PM), and two (2) service calls during nighttime hours (10 PM to 7 AM). The proposed project's potential hourly noise levels at shared property lines are summarized in **Table 6, *Estimated Project Noise Levels*.**

Table 6: Estimated Project Noise Levels

Noise Receiver	Project Noise Level		
	Hourly dBA L_{eq}	Exterior CNEL(A)	Interior CNEL(B)
East and North Property Line	60.6	61.9	--
West Property Line	52.8	54.1	--
South Property Line	56.2	57.5	--
Multi-family Residential (Mobile Home Park)	59.3	60.6	43.6
Rural Residence (72999 Paradise Lane)	52.3	53.6	<40.0
Rural Residence (57020 Lakeview Road)	46.8	48.1	<40.0
Rural Residence (57000 Lakeview Road)	44.2	45.5	<40.0
County Standard	--	65.0(C)	45.0

Source: MIG: Noise Analysis, Attachment 1 of Appendix E.

(A) CNEL estimate assumes all impound yard activities occur at closest point to receiver (see Table 3). CNEL estimate assumes six (6) service calls during the daytime, one (1) service call during the evening, and three (3) service calls during the nighttime.

(B) The typical type of construction of a prefabricated or mobile home structures consists of a wood or metal frame attached to exterior aluminum, steel, or wood siding and interior plywood, vinyl or particleboard wall panels. This design, including a small single glaze window, provide a minimum exterior to interior noise reduction of 10 dB with windows open and 17 dB with windows closed (FHWA 2023 and HUD 2009a, 2009b).

(C) County Code Section 83.02.080(d), Table 83-3, Note 3 states, "An exterior noise level of up to 65 dBA [CNEL] shall be allowed provided exterior noise levels have been mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dBA [CNEL] with windows and doors closed.

As shown in Table 6, the project could, under certain unlikely circumstances, generate noise levels of up to 61.9 CNEL along the northern and eastern property lines, and up to 60.6 CNEL at the exterior façade of mobile homes that border the site to the east. Specifically, for these noise levels to occur, the proposed impound yard would have to load/unload all 10 anticipated service calls adjacent to the northern and/or eastern property line, including two (2) service calls during the evening (7 PM to 10 PM) and two (2) service calls during the nighttime (10 PM to 7 AM).

County Code Section 83.01.080(d) establishes interior and exterior noise standards for mobile noise sources operating adjacent to residential uses of 45 CNEL and 60 CNEL, respectively. The County Code permits the 60 CNEL exterior standard to be adjusted upwards to 65 CNEL if exterior noise levels have been substantially mitigated and interior noise exposure does not exceed 45 CNEL. The project satisfies both these conditions because it includes a six (6)-foot-tall CMU perimeter wall that would substantially reduce noise levels at noise receivers (up to 6.2 dBA) and, as shown in Table 6, would not result in interior noise exposure levels above 45 CNEL with windows closed and the use of mechanical ventilation. A visual survey of the residences near the project site indicated air conditioning units were present in all mobile home residences directly adjacent to the project site.

As demonstrated above, the proposed project would comply with the County's daily mobile source noise exposure standards; however, as shown in **Table 6**, the project could generate maximum exterior noise levels of up to 89.9 dBA Lmax at a distance of approximately 50 feet, which would attenuate to interior noise levels between approximately 55 dBA Lmax to 71 dBA Lmax at mobile homes and rural residences on the eastern side of the site. These

maximum noise levels would not be excessive during the daytime, when humans are less sensitive to short-term increases in noise, but are of sufficient magnitude to potentially annoy residents, interfere with the quiet use of a home, and/or interfere with sleep if they were to occur at night. To avoid the potential for the proposed impound yard to interfere or disturb nighttime residential activities, the following recommendations shall be incorporated as mitigation (Mitigation Measures NOI-1 thru NOI-4) in order to reduce noise impacts to nearby sensitive receptors during night-time hours:

1. Standard vehicles shall be placed into the standard vehicle stalls on the western and southern perimeter of the yard first. The standard vehicle stalls on the northern and eastern perimeter of the yard shall only be used when there is no space to safely place/remove a standard vehicle from the spaces on the western and southern sides of the yard.
2. Trucks, trailers, and other oversized vehicles shall be placed into the oversized vehicle stalls in the center and west of the site. The oversized vehicle stalls on the eastern side of the site shall only be used when there is no space to safely place/remove an oversized vehicle from the spaces in the center and west of the site.
3. Standard vehicles shall not be placed into or removed from a standard vehicle space on the northern and eastern sides of the yard between the hours of 10 PM and 7 AM.
4. All tow truck operators shall be informed of the site's noise control measures, and signs shall be posted along the northern and eastern perimeter of that clearly identify when vehicle spaces on the northern and eastern perimeter may be used.

The noise control measures identified above would limit tow truck activity in close proximity to adjacent residences to daytime hours only. With these restrictions, tow truck activity during the night would occur at least 120 feet from any shared property line, and at least 125 feet from any residential building façade. These restrictions would lower the project's daily noise exposure to levels below 60 CNEL and reduce potential nighttime Lmax noise levels inside adjacent residences to 61 dBA Lmax or less with windows closed.

For the reasons described above, the project would not generate operational noise levels that exceed the County's exterior noise standards for mobile sources (per County Code Section 83.01.080 (d)) or otherwise result in a substantial permanent increase in noise levels This impact would be reduced to less than significant.

Off-site Noise Level Increases

The project is anticipated to generate a total of 36 trips per day, including 16 employee trips, that would be distributed onto the local roadway system, namely Silver Lane. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels (Caltrans, 2013). The proposed project would result in an increase of 36 trips per day over a 24-hour period. As such, the project would not result in significant increase to existing traffic volumes on Silver Lane and would not result in a substantial permanent increase in traffic-related noise levels. This impact would be less than significant.

b) **Less than Significant Impact.** Construction of the proposed project would involve the use of heavy-duty off-road pieces of construction equipment, which, in addition to generating airborne noise, would also generate ground-borne vibration. Certain project construction activities could take place close to residences that border the project site to the east for a short period of time (several days); however, most construction activities would take place

more than 100 feet or more from the nearest structure.

County Code Section 83.01.090 (Vibration) sets forth that no ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a particle velocity greater than or equal to two-tenths inches per second measured at or beyond the lot line (0.2 inches/second). The Code exempts motor vehicles not under the control of the subject use and temporary construction, maintenance, repair, or demolition activities between 7 AM and 7 PM, except Sundays and Federal holidays, from the County's vibration standards.

The proposed project would comply with County Code Section 83.01.080 (d), as described above. This code requirement limits construction activities to daytime hours only when people are generally considered to be least sensitive to groundborne vibration levels. Although construction activities could generate slightly perceptible vibrations when work occurs near residences, these vibrations would not be excessive because they would be intermittent (lasting only a few hours each day), temporary (lasting a few days at worst), occur during the daytime (i.e., would not interfere with evening or nighttime use of residences), and would not result in physical damage to any building or structure.

Once operational, the project would not involve the operation of any large or vibration generating equipment that would generate excessive vibration levels. The operation of a tow truck and the loading/unloading of vehicles does not generate substantial groundborne vibrations because this activity involves the controlled loading and unloading of a vehicle for a short period of time.

For the reasons outlined above, the project would not generate excessive ground-borne vibration or noise levels. This impact would be less than significant.

c) **No Impact**. The nearest public airport is Baker Airport, located approximately 1.45 miles northwest of the project. According to the Airport Comprehensive Land Use Plan for Baker Airport (March 1992), the project site is not located within Baker Airport's noise contour areas or Safety Review Areas. Therefore, the proposed project would not expose people residing or working in the project area to excessive aircraft- or airport-related noise levels. No impact would occur.

Mitigation Program

NOI-1 Standard vehicles shall be placed into the standard vehicle stalls on the western and southern perimeter of the yard first. The standard vehicle stalls on the northern and eastern perimeter of the yard shall only be used when there is no space to safely place/remove a standard vehicle from the spaces on the western and southern sides of the yard.

NOI-2 Trucks, trailers, and other oversized vehicles shall be placed into the oversized vehicle stalls in the center and west of the site. The oversized vehicle stalls on the eastern side of the site shall only be used when there is no space to safely place/remove an oversized vehicle from the spaces in the center and west of the site.

NOI-3 Standard vehicles shall not be placed into or removed from a standard vehicle space on the northern and eastern sides of the yard between the hours of 10 PM and 7 AM.

NOI-4 All tow truck operators shall be informed of the site's noise control measures, and signs shall be posted along the northern and eastern perimeter of that clearly identify when vehicle spaces on the northern and eastern perimeter may be used.

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

	Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; Submitted Project Materials

a) **No Impact.** No residential uses are proposed as part of the project. During project operation, there would be 8 employees on site per day. Employees are expected to come from the local workforce and operations would not induce substantial population growth. Further, the project site is served by existing roadways (I-15) and utility infrastructure and would not require expanding of any roads that may induce population growth. Therefore, project implementation would not directly or indirectly induce substantial population growth and no impact would occur.

b) **No Impact.** The project site is currently vacant and graded. The project site does not include any existing housing and no housing would be removed to accommodate the proposed project. Therefore, no impact 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
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?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☒	☐
Other Public Facilities?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; Submitted Project Materials

a) *Fire Protection?*

Less than Significant Impact. The San Bernardino County Fire Department (SBCFD) provides fire protection services to the surrounding area, inclusive of the project site. The project would be served by San Bernardino County Fire Station No. 53 (Baker Station) located at 8331 Caliente Road in the City of Hesperia, approximately 0.40 miles southwest of project site. Based on the project site's proximity to the existing fire station, the project would be adequately served by existing fire protection services.

The SBCFD reviews all new development plans and future development is required to conform to all fire protection and prevention requirements, including but not limited to building setbacks, emergency access, and fire flow. The project would be required to comply with the most current provisions of the SBCFD's Fee Schedule Ordinance, which requires a fee payment that the County applies to the funding of fire protection facilities. Mandatory compliance with the Ordinance would be required prior to the issuance of a building permit.

Project implementation would increase the number of employee staff in the area; however, such an increase is minimal and would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of service to the project area. Therefore, a less than significant impact associated with fire protection services and facilities would occur and no mitigation is required.

Police Protection?

Less than Significant Impact. The San Bernardino County Sheriff's Department (SBCSD) provides police protection services to the area, inclusive of the project site. The nearest SBCSD patrol station to the project site is the Barstow Patrol Station, located at East Mountain View Drive in the City of Barstow, approximately sixty (60)

miles southwest of the project site. However, due to this substantial distance to the nearest patrol station, the SBCSD provides a satellite substation in the community of Baker, known as a "resident post." Deputies assigned to the Baker substation live there in non-address disclosed, county-provided housing to not only provide law enforcement services, but also to be involved as a component of the community upon which the citizens come to rely.

The project site is within the existing service area of the SBCSD and that project implementation would not substantially increase the demand for police services and would not require the construction of new facilities, or require the expansion of existing facilities that would result in physical environmental impacts. The Sheriff Department's operating budget is generated through tax revenues, penalties and service fees, and allowed government assistance. Facilities, personnel, and equipment expansion and acquisition are tied to the County's budget process and tax-base expansion. Tax-base expansion from the proposed project would generate funding for police protection services. Therefore, a less than significant impact associated with police protection services and facilities would occur and no mitigation is required.

Schools?

No Impact. The project site is located within the boundaries of the Baker Valley Unified School District (BVUSD). The nearest schools to the project site are Baker Valley Elementary, Baker Valley Junior High School and Baker Valley High School, which are all located at 72100 Schoolhouse Lane, approximately 0.89 mile southwest of the project site.

The proposed project and land use (impound storage yard) does not propose any housing and would not generate any school-aged children requiring a public education. Therefore, the project would not cause or contribute to a need to construct or physically altered public school services or facilities. The project applicant would be required to contribute development impact fees to BVUSD in compliance with California Senate Bill 50, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to issuance of grading and building permits. As such, compliance with this requirement would ensure that no impact relative to schools or student generation would occur.

Parks?

Less Than Significant Impact. Refer to Section XVI, Recreation.

Other Public Facilities?

The project site is within the service area of the San Bernardino County Library system. The nearest library to the project site is the Barstow Branch Library located at 304 East Buena Vista Street in the City of Barstow, approximately sixty (60) miles southwest of the project site. Library services include wireless internet, printing, adult literacy programs, story time for children and crafts for children, teens, and adults.

The proposed project does not propose any housing and would not induce population growth within the project area nor have an impact on library services. Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Therefore, impacts would be less than significant impact and no mitigation is required.

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?	☐	☐	☒	☐
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?	☐	☐	☒	☐

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; Submitted Project Materials

a) **Less Than Significant Impact.** The nearest park to the project site is Chet Huffman Park located at 73730 Baker Boulevard in the community of Baker, approximately 0.39 miles southwest of the project. Chet Huffman Park is maintained and managed by the Baker Community Services District and consists of one soccer field, a playground/tot lot, canopy covered picnic tables and an indoor recreation center building. The project does not propose any housing or uses that would directly or indirectly induce population growth that would result in increased use of existing recreational facilities. Therefore, project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** The project does not include recreational facilities and would not induce population growth that would result in increased demand for recreational facilities. Therefore, project implementation would not require construction or expansion of recreational facilities. Impacts would be less than significant and no mitigation is required.

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?	☐	☐	☒	☐
b)	Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)?	☐	☐	☒	☐
c)	Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d)	Result in inadequate emergency access?	☐	☐	☒	☐ ☒

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020*; *Submitted Project Materials

a) **Less Than Significant Impact.** The volume of automobile and truck traffic associated with project-related construction activities would be minimal throughout the construction phase, would be temporary in nature, and would cease upon project completion. However, the applicant would be required to prepare and submit to the County a construction traffic management plan to identify the timing of grading and construction activities and to identify detour routing for traffic during proposed roadway improvement construction applied to Silver Lane. As described, the project would provide a maximum of 36 vehicle trips per day and as such, would not result in significant impacts to the circulation system in the project area. Regardless, the project would be required to comply with all County of San Bernardino programs, plans, and ordinances concerning circulation.

Currently, the community of Baker does not provide public transportation services to the community, nor the immediate project area. The nearest public transportation services would be the Barstow Area Transit System, which provides public transportation services to the City of Barstow located approximately 60 miles southwest of the project.

The project would not affect any existing pedestrian facilities, however, the project does propose roadway improvements to the Silver Lane and Caltrans Avenue northerly extension. These improvements would include half-width right-of-way paving to the existing pedestrian sidewalks, along the north side of Silver Lane abutting the project and along the east side of Caltrans Avenue northerly extension

abutting the project. Therefore, project construction and operations would not conflict with an applicable plan, ordinance, or policy concerning the circulation system. Impacts would be less than significant and no mitigation is required.

b) **Less Than Significant Impact.** On December 28, 2018, the California Natural Resources Agency adopted revised State CEQA Guidelines. State CEQA Guidelines Section 15064.3 codifies the removal of vehicle delay and level of service (LOS) from consideration for transportation impacts under CEQA. With the adopted CEQA Guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles traveled (VMT). Lead agencies are allowed to continue using their current impact criteria, or to opt into the revised transportation guidelines. However, VMT must be used as of July 1, 2020, as required in State CEQA Guidelines Section 15064.3. The State Office of Planning and Research (OPR) specifies VMT metrics within the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December, 2018).

Based on OPR guidelines, local-serving commercial uses such as the proposed project (impound storage yard) and the maximum proposed trips per day generated by the project (36 trips per day) can therefore be determined to result in an overall VMT reduction. These provisions have been reflected in the County of San Bernardino's Transportation Impact Study Guidelines. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** Vehicular access to the site would be provided via a one (1) 35-foot-wide ingress/egress driveway off of Silver Lane. There are no components of the project that would increase hazards to the public due to geometric design features or incompatible use, as the circulation and uses proposed by the project would be fully compatible with surrounding land uses. In addition, final project site plans would be subject to County of San Bernardino review and approval, which would ensure that project driveway intersections are safe, with adequate sight distance, driveway widths, and stop signs where necessary for entering and exiting the site. This would prevent impacts due to a design feature. Therefore, a less than significant impact would occur.

d) **Less Than Significant Impact.** Emergency vehicle access would be provided via a one (1) 35-foot-wide ingress/egress driveway off of Silver Lane to accommodate emergency access vehicles. Furthermore, during roadway construction, the project would not require the complete closure of Silver Lane as the project's required construction management plan would identify measures in place to safely detour and direct pedestrians around the proposed active area of construction along Silver Lane. Therefore, the project would not result in inadequate emergency access, and a less than significant impact 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
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	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; **Appendix C:** ***AutoZone Cultural Resources Assessment,*** **VCS Environmental, 2020; Appendix F: Tribal Consultation.**

a) **Less Than Significant With Mitigation Incorporated.** Chapter 532 Statutes of 2014 (i.e., Assembly Bill [AB] 52) requires that lead agencies evaluate a project's potential impact on "tribal cultural resources." Such resources include "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources." AB 52 also gives lead agencies the discretion to determine, based on substantial evidence, whether a resource qualifies as a "tribal cultural resource."

The County and assigned Cultural Resources Consultant (Anza Resource Consultants) have provided formal notification regarding the proposed project to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources. The County has contacted the tribal

representatives noted below. Correspondence to and from tribal representatives is included as Appendix F to this Initial Study.

- Morongo Band of Mission Indians, Ann Brierty, Tribal Historic Preservation Officer
- San Manuel Band of Mission Indians, Ryan Nordness, Cultural Resources Analyst
- Twenty-Nine Palms Band of Mission Indians, Darrell Mike, Chairperson and Anthony Madrigal, Tribal Grants Administrator/Tribal Historic Preservation Officer
- Kaibab Band of Paiute Indians, Roland Maldonado, Chairperson
- Paiute Indian Tribe of Utah, Dorena Martineau, Cultural Resource Manager
- Moapa Band of Paiutes, Shanandoah Anderson, Cultural Manager
- Las Vegas Tribe of Paiute Indians, Benny Tso, Tribal Chairperson
- Fort McDowell Yavapai Nation, Ruben Balderas, President
- Chemehuevi Indian Tribe; Charles Wood, Chairperson
- Colorado River Indian Tribes, Brian Etsitty, Acting Director
- Fort Mojave Indian Tribe, Linda Otero, Director

As of the public release date of the Initial Study, only the San Manuel Band of Mission Indians and the Moapa Band of Paiutes responded. Both Tribes stated that their tribal ancestral area did not include the project site and that no consultation was necessary. Therefore, no mitigation for tribal cultural resources is required. However, the project still has the potential to impact unidentified tribal cultural resources during ground-disturbing construction activities. Therefore, implementation of Mitigation Measures MM CR-1 and MM CR-2, discussed in Section V, *Cultural Resources,* would reduce potentially significant impacts to tribal cultural resources to less than significant.

No significant adverse impacts are identified or anticipated with implementation of the above 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?	☐	☐	☒	☐
b)	Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☒	☐
e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

SUBSTANTIATION:

San Bernardino Countywide Plan, 2020; Submitted Project Materials

a) Less Than Significant Impact.

Water. The project site is served by Baker Community Services District that provides at total of 106 water metered connections to commercial establishments (29 connections) and single-family residences (77 connections) that draw groundwater from six (6) groundwater wells[9]. The District has no plans at this time to for installation of a water treatment plant.

The project does not propose to hook-up with existing water line infrastructure and

[9] Baker Community Services District, https://sdwis.waterboards.ca.gov/PDWW/JSP/WaterSystemDetail.jsp?tinwsys_is_number=10146&tinwsys_st_code=CA&counter=0 Accessed, July 11, 2023.

consistent with the existing Countywide Plan designation that applies to the site, and therefore, the project would be consistent with future development anticipated by the County.

The project would not require construction of new or the expansion of existing water facilities that would result in a significant environmental effect. Noimpact would occur.

Wastewater. The project area and vicinity are all on septic systems.The proposed project (vehicle impound storage yard) does not propose connection to existing potable, non-potable water services or the drawing of water from an existing or proposed groundwater well and would not generate wastewater. The proposed project does not require and would not result in the construction of new wastewater facilities or the expansion of existing facilities. A less than significant impact would occur.

Stormwater Drainage. The drainage system that would serve the project site is under the jurisdiction of the San Bernardino County Flood Control District. As described in Discussion X(a), the project site is 100 percent pervious whereas development of the project with proposed underlayment and compaction of decomposed granite would result in approximately 3 percent impervious and 97 percent pervious. Onsite runoff would flow in a southwesterly direction toward a proposed infiltration basin situated at the southwest corner of the property. The proposed infiltration basin system would be sized to treat and filter the "design capture volume" (DCV) of storm water received and retain the storm water volume required to prevent downstream runoff onto adjacent streets.

As indicated in the WQMP, the required DCV is 464.95 cubic feet (cf). However, the proposed infiltration basin system is designed to have a total retention volume of 509.25 cf, which would satisfy the volume requirements for both water quality and storm water. Therefore, the proposed development would not increase peak discharges currently exiting the site under the 100-year storm event.

Although the proposed project would slightly increase the amount of impervious surfaces, no significant changes to the drainage pattern would occur as a result of the project. Therefore, impacts would be less than significant and no mitigation is required.

Electric Power, Natural Gas, Telecommunications. Electric power to proposed onsite LED mounted pole lighting would be powered from a solar photovoltaic (PVC) panel mounted on top of each pole. Solar power obtained from the PVC panel would be stored in a lithium battery attached to each pole light. No other forms of electrical demand are proposed for the site other than proposed LED pole lighting.

The project would not connect to any natural gas provider services as the proposed use would not require natural gas fired generating equipment.

The project will not require telecommunications services. All communications between the project site manager, employees and delivery/transport drivers would be dispatched through cellular phone communications.

Therefore, impacts relative to electric power, natural gas, and telecommunications would be less than significant.

b) **No Impact.** The proposed use (storage impound yard) would not require the demand for potable or non-potable water supply sources. No impact would occur.

c) **No Impact.** The proposed use (storage impound yard) would result in an incremental increase in the demand for wastewater conveyance and treatment facilities. No impact would occur.

d) **Less Than Significant Impact.**

Burrtec Waste Industries Inc. is the disposal and recycling facility providing solid waste services to the community of Baker. Solid waste is received at the Baker Transfer Station located on Kelbaker Road at Mever Lane (south side of Interstate 10), approximately 1.65 miles southwest of the project.

The proposed use (storage impound yard) would not generate any measurable solid waste. The project proposes a double-bin trash enclosure that will be located at the northwest corner of the property and is anticipated to be picked up and disposed of by Burrtec twice per year. Nonetheless, the project applicant would be conditioned to maintain the project site clear of any solid waste generated from the loading and off-loading of vehicles, RVs or tractor trailers (i.e. metal fragments, plastic framing, rubber tires, etc.) and to properly dispose of solid waste to the Baker Transfer Station. Therefore, impacts would be less than significant.

e) **No Impact.** State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, and San Bernardino County. Regulations specifically applicable to the proposed project include the California Integrated Waste Management Act of 1989 (AB 939).

The Integrated Waste Management Act, which requires every City and County in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, identifies how each jurisdiction will meet the State's mandatory waste diversion goal of 50 percent by and after 2000. The diversion goal was increased to 75 percent by 2020 by SB 341. The County of San Bernardino Solid Waste Management Division (SWMD) is responsible for the operation and management of the solid waste disposal system which consists of 5 regional landfills, 17 Materials Recovery Facility Stations (MRFS), 8 transfer stations, and 7 construction/demolition and inert debris processing facilities. According to the Countywide Integrated Waste Management Plan, roughly 70 percent of total solid waste was diverted from landfills in 2016. San Bernardino Development Code Chapter 84.24, *Solid Waste/Recyclable Materials Storage*, stipulates standards and regulations for the collection and management of solid waste in the County. Compliance with the above-listed regulations would prevent conflict with statues and regulations related to solid waste. Therefore, impacts would be less than significant and no mitigation is required.

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

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a) **No Impact.** The project will not Substantially impair an adopted emergency response plan. According to Countywide Plan, Policy Map HZ-6 (Fire Fire Responsibility Areas), the project site is located within a Local Responsibility Area (LRA) under the jurisdiction of San Bernardino Fire Protection District and is served by Station 53 located at 72734 Baker Blvd. approximately 0.40 miles southwest of the project. Although the project is located within a moderate fire hazard severity zone (MFHSZ) as identified in Countywide Plan, Policy Map HZ-5 (Fire Hazard Severity Zones),the project site is generally devoid of vegetation or sparsely vegetated with the exception of the eastern boundary which receives supplemental water from adjacent development. The proposed project would comply with applicable standards required by the responsible Fire Authority, and general development standards under County Development Code Section 82.13.050, *General Development Standards*. Further, project grading, fence installation, lighting and public right-of-way road improvements (Silver Lane and Caltrans Avenue northern extension) would not require the complete closure of any public roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. Therefore, the project would not result in inadequate emergency access, and no impact would occur.

b) **No Impact.** Refer to Discussion XX(a), above. The project site is not located within a

MHFHSZ in a Local Responsibility Area. Therefore, the project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment within such areas. No impact would occur.

c) **No Impact.** Refer to Discussion XX(a), above. No impact would occur.

d) **No Impact.** Refer to Discussion XX(a), above. No impact would occur.

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

a) **Less Than Significant Impact.** On the basis of the foregoing analysis, the proposed project does not have the potential to significantly 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 or 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. The proposed project is consistent with the General Plan and zoning designation. Therefore, the project would not have a significant impact on any sensitive, rare, or endangered plant/wildlife community.

b) **Less Than Significant Impact.** The proposed project does not have impacts that are individually limited, but cumulatively considerable. Incremental impacts resulting from development and operation of the proposed project and other cumulative projects that would be under construction include all resource topics except Biological Resources, Cultural Resources, and Geological Resources. However, proposed mitigation for Biological, Cultural, and Geological Resources would mitigate impacts to a less than significant level. When viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects, these impacts are not cumulatively considerable.

c) **Less than Significant Impact.** 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 will be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval. There are no known substantial adverse effects on human beings that would be caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts would result from the project with implementation of the mitigation measures described herein.

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

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