



LAND USE SERVICES DEPARTMENT PLANNING COMMISSION STAFF REPORT

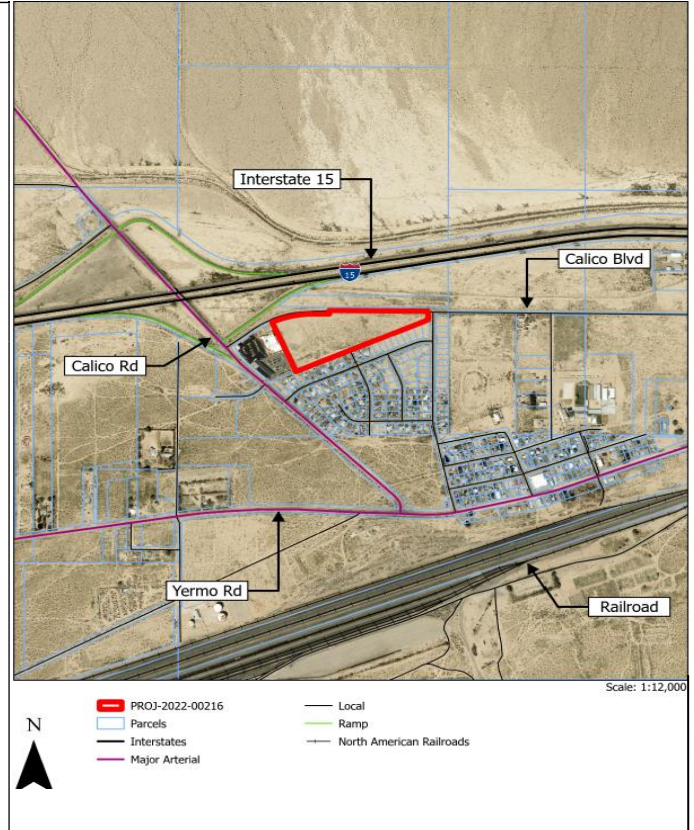
HEARING DATE: May 21, 2026

AGENDA ITEM 4

Project Description

Vicinity Map

APNs: 0537-161-19
Applicant: Eddie's World, LLC
Community: Yermo/San Bernardino County
Location: South of Calico Blvd and Interstate I-15
Project No: PROJ-2022-00216
Staff: Delanie Garlick / Supervising Planner
App Rep: Kevin Kohan, Elevated Entitlements
Proposal: An application for a (1) Policy Plan Amendment to amend the Land Use Category designation from Rural Living to Commercial on a 12.46-acre site; (2) Zoning Amendment to amend the Land Use Zoning District from Rural Living to Highway Commercial on a 12.46-acre site; (3) Planned Development Permit to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot, setbacks, landscaping, and circulation standards on a 12.46-acre site; and (4) Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases.



Hearing Notices Sent On: April 30, 2026

Report Prepared By: Delanie Garlick

SITE INFORMATION

Project Size: 12.46 Acres
 Terrain: Vacant Land, Flat
 Vegetation: Sparse open desert with Creosote scrub

SURROUNDING LAND USE DESCRIPTION

AREA	EXISTING LAND USE	LAND USE CATEGORY	ZONING DISTRICT
Site	Vacant Land	Rural Living (RL)	Rural Living (RL)
North	Undeveloped Land	Rural Living (RL)	Rural Living (RL)
South	Residential	Rural Living (RL)	Rural Living (RL)
East	Commercial (Eddie's World)	Commercial (C)	Commercial Highway (CH)
West	Undeveloped Land	Rural Living (RL)	Rural Living (RL)

AGENCY

City Sphere of Influence:

NA

Water Service:

Liberty Utilities

Sewer Service:

On-site Septic System

STAFF RECOMMENDATION: That the Planning Commission **RECOMMEND** that the Board of Supervisors:

ADOPT the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;

ADOPT the Findings for approval of the Policy Plan Amendment, Zoning Amendment, Planned Development Permit, and Tentative Parcel Map;

APPROVE the Policy Plan Amendment to amend the Land Use Category designation from Rural Living to Commercial on a 12.46-acre site;

APPROVE the Zoning Amendment to amend the Land Use Zoning District designation from Rural Living to Highway Commercial on a 12.46-acre site;

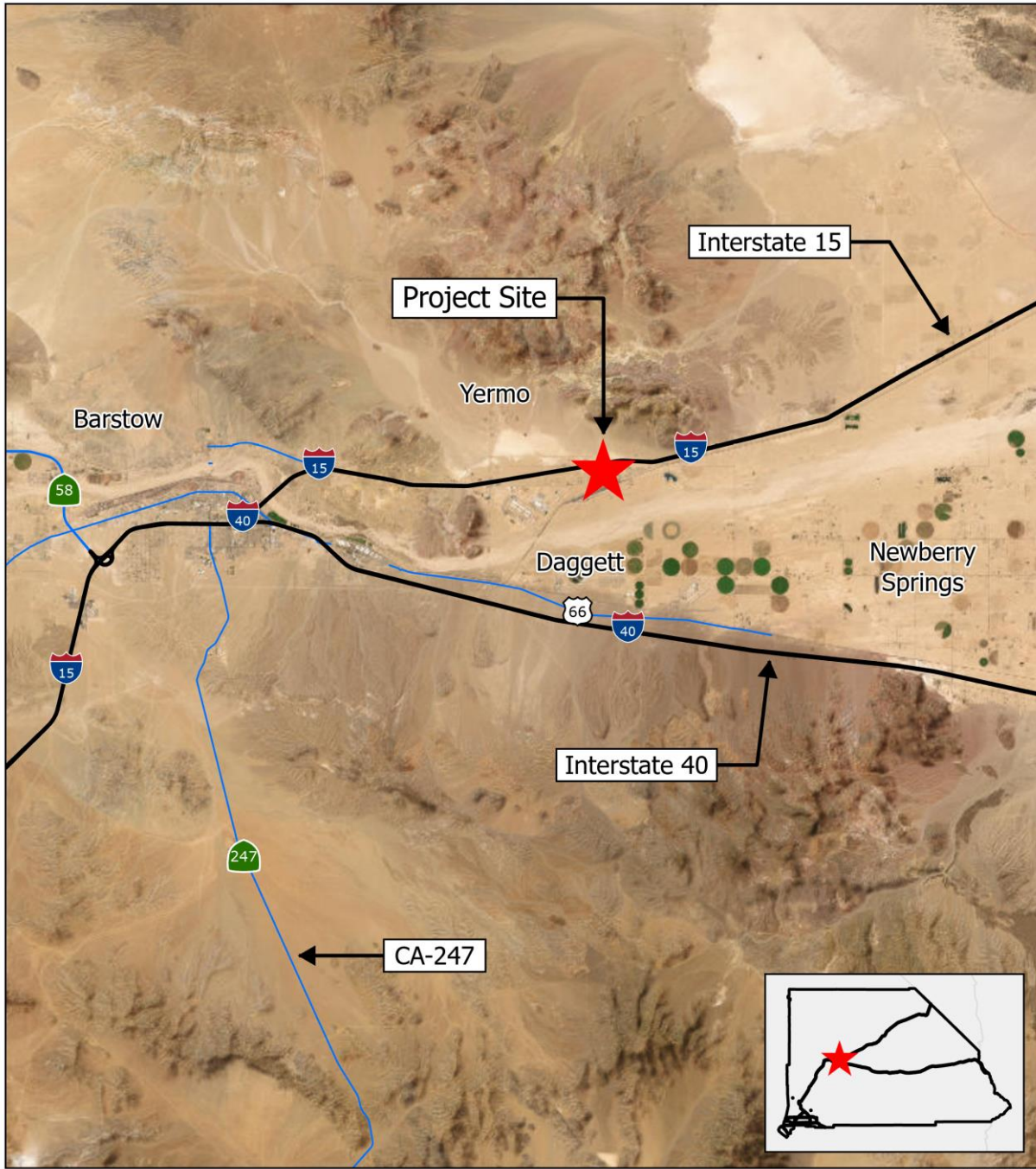
ADOPT the Planned Development Permit to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot, setbacks, landscaping, and circulation standards on a 12.46-acre site, subject to the Conditions of Approval;

ADOPT the Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases, subject to the Conditions of Approval; and

DIRECT the Land Use Services Department to file a Notice of Determination in compliance with the California Environmental Quality Act. ¹

¹ A disapproval action by the Planning Commission shall terminate the application unless appealed to the Board of Supervisors in compliance with Chapter 86.08 of the Development Code.

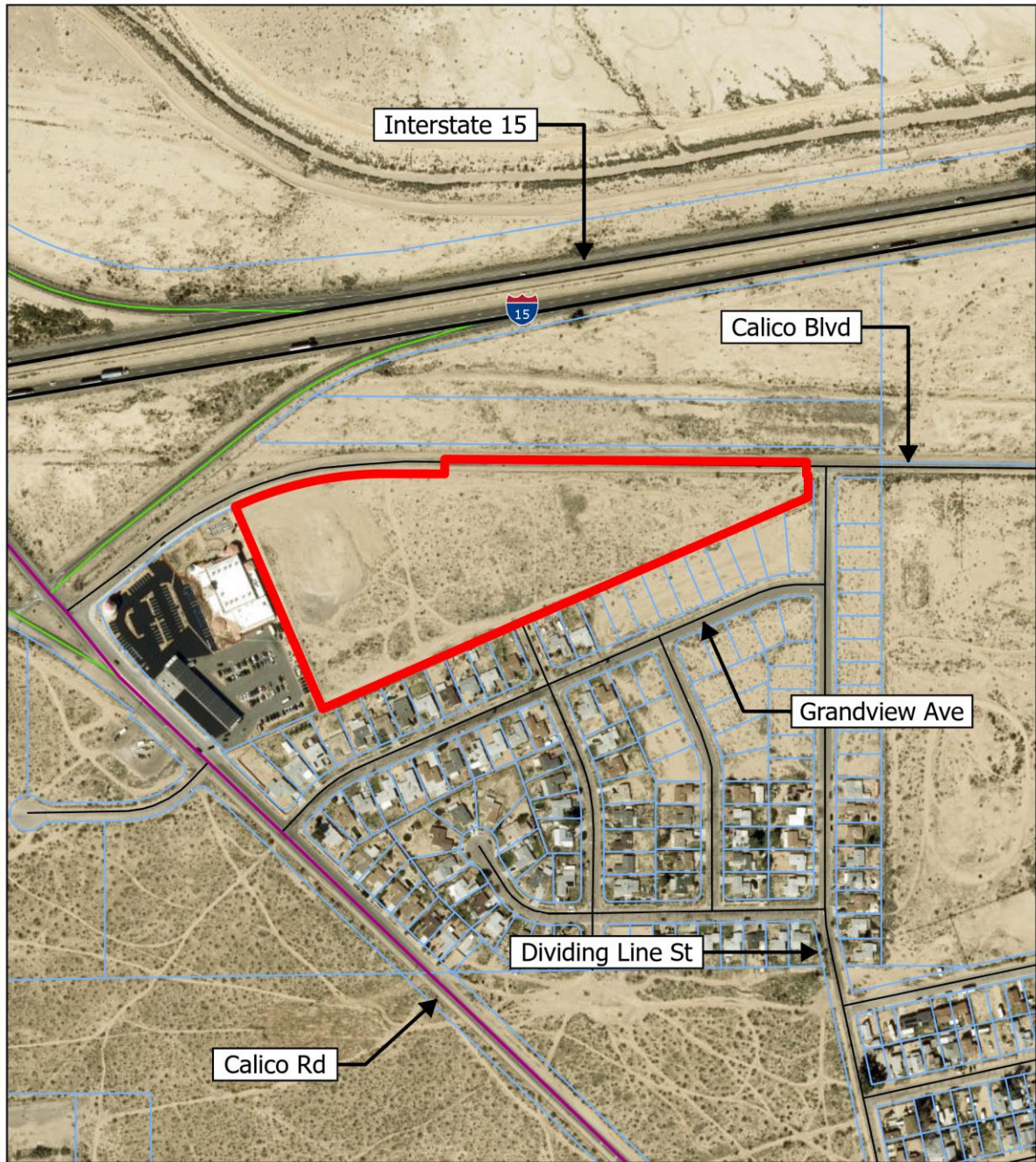
Regional Location Map



Scale: 1:275,000



Vicinity Map

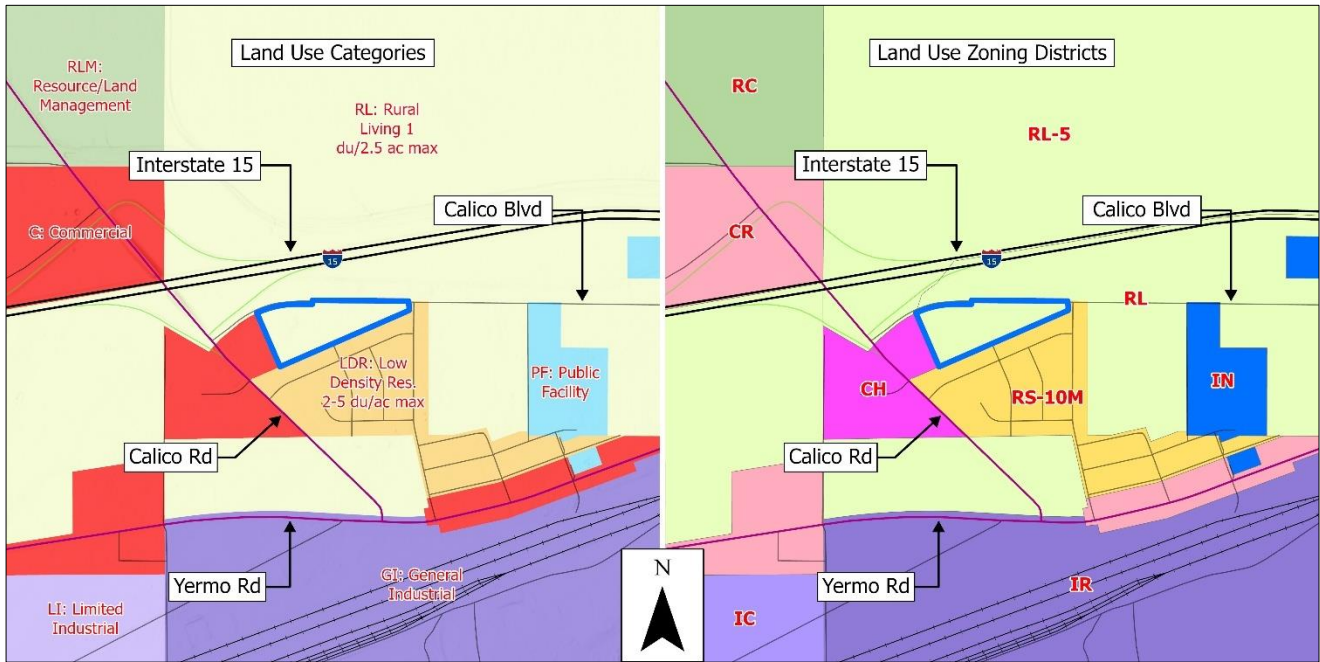


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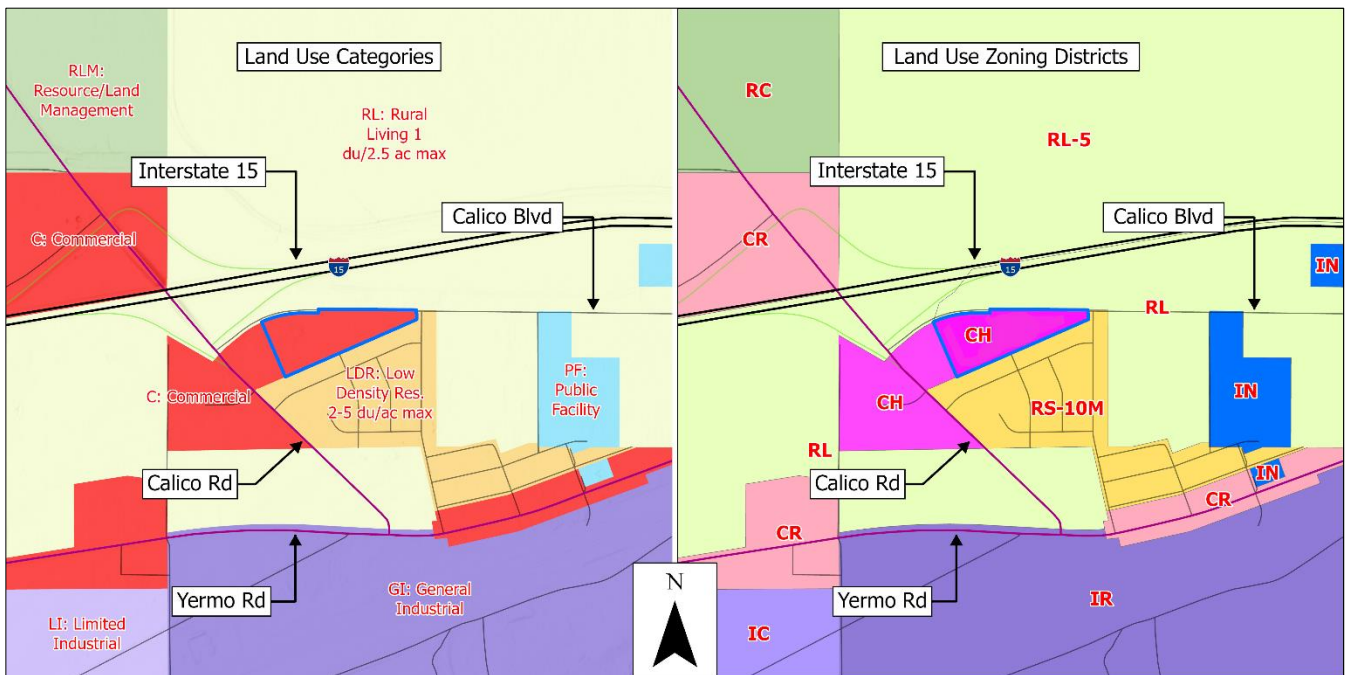


- PROJ-2022-00216
- Parcels
- Interstates
- Major Arterial
- Local
- Ramp

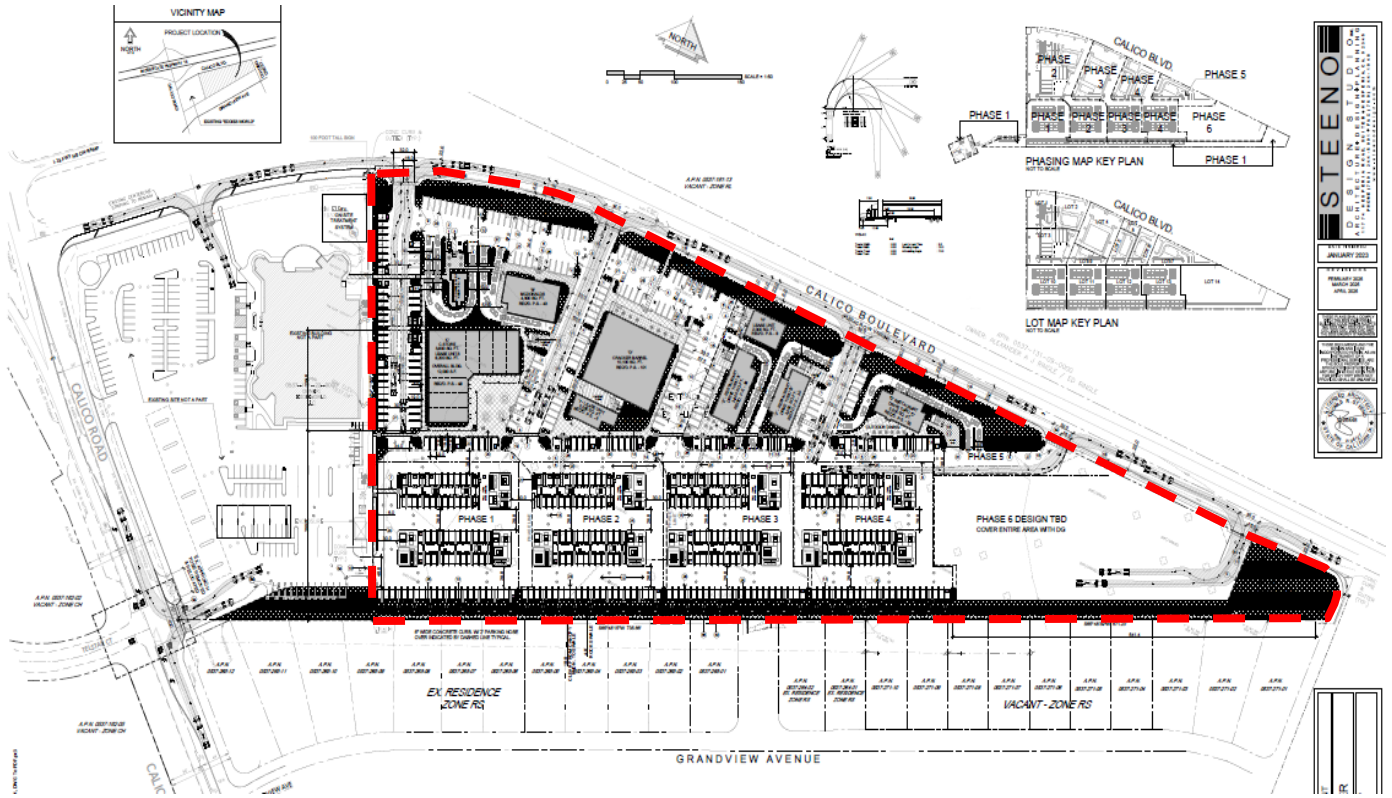
Existing Land Use and Zoning Designation



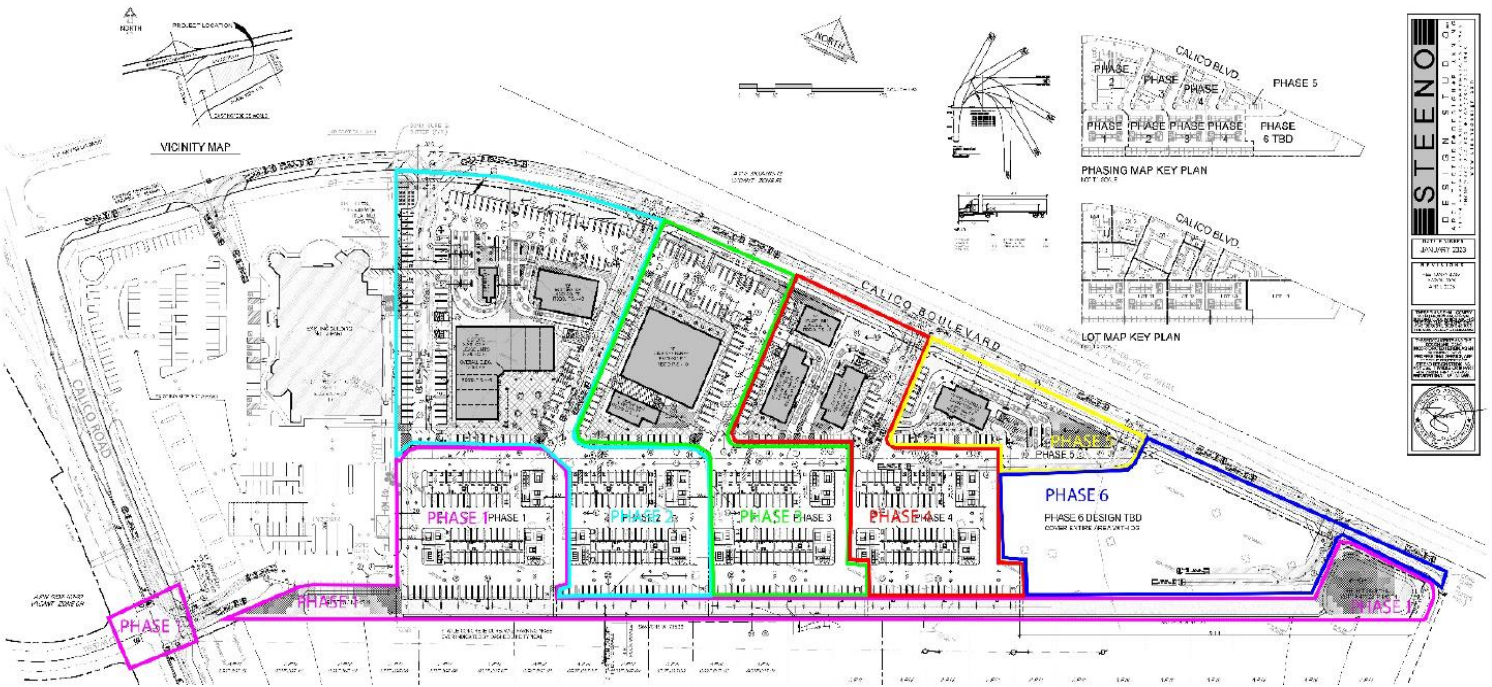
Proposed Land Use and Zoning Designation



Site Plan



Proposed Phasing Plan



landscaping, drainage improvements, public right-of-way improvements and internal circulation improvements. The Project will provide 28-foot drive aisle widths and 30 feet drive aisles for proper circulation exceeding the minimum widths of 26 feet.

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

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

There will be no employees for the EV charging facility, however a number of employees will be hired for future adjoining retail use. The goal and objective of the Project is to provide clean, renewable, electric charging capability to EV vehicles along the heavily traveled I-15 corridor. To accelerate the advent of clean transport and clean energy production while creating a destination for retail, rest stop, and walkable outdoor lifestyle center in the Yermo community.

Location and Access

The Project site is located at Calico Road and Calico Boulevard off the I-15. The property is approximately 12.46 acres and is currently zoned Rural Living (RL). There is an existing Highway Commercial (CH) designation and development to the west, residential designation and uses to the south, and vacant land to the north and east. Access to the site is from Calico Road and Calico Blvd and will be accessible via five (5) driveways along Calico Boulevard, with an additional connection to the existing Eddie World development to the west. The site is designed to allow emergency vehicles to respond to a possible emergency event. Adequate access to ingress and egress points including turnaround areas, perimeter roads, and interior roads between parking rows that are of adequate width. Additionally, the Project is conditioned to install a new four-way stop sign at the intersection of Telstar Court and Calico Road.

ANALYSIS

General Plan and Zoning Amendment

The proposed General Plan Amendment and Zoning Amendment are appropriate and justified given the Project site location, surrounding land use pattern, and access to regional infrastructure. The Project site is currently designated Rural Living (RL) under both the General Plan and Land Use Zoning District; however, the Project site is situated immediately adjacent to established Highway Commercial (CH) development, the existing Eddie World commercial center to the west. The surrounding area reflects a transition from low-density residential and vacant land to highway-serving commercial uses along the I-15 corridor.

The requested General Plan amendment to Commercial (C) and rezoning to Highway Commercial (CH) would align the site with the existing and emerging development pattern in the area. As detailed in the Project Findings, this is consistent with Land Use Policy LU-1.1, which supports development patterns that reinforce existing land use trends, and LU-1.9, which encourages efficient use of land in areas with existing infrastructure and access. The Highway Commercial (CH) designation, together with the requested PDP, is intended to accommodate a range of highway-oriented commercial uses while allowing flexibility in site planning through a unified development plan. This flexibility is particularly important for large, multi-tenant, and phased commercial developments such as the proposed Project.

The Project site exceeds the minimum five-acre requirement for the Highway Commercial (CH)

designation and is well-suited for regional-serving commercial uses due to its proximity to I-15 and direct access from Calico Road and Calico Boulevard. The proposed development would provide needed commercial services to both local residents and regional travelers, consistent with Economic Development Policy ED-1.1, which promotes development that strengthens the County’s economic base, and ED-1.3, which encourages commercial uses that serve both local and regional markets supporting economic development and reducing the need for residents to travel long distances for goods and services.

While residential uses exist to the south, the Project incorporates appropriate design features to ensure compatibility, including perimeter walls, landscape buffers, and controlled lighting. Additionally, the scale, orientation, and internal circulation of the Project have been designed to minimize potential land use conflicts. As such, the proposed amendments are consistent with the long-term vision for the area and represent a logical extension of existing commercial development.

Planned Development Permit:

The Project includes a detailed Site Plan that demonstrates how all phases will function as a unified development as part of the PDP. The phased development plan provides for the orderly sequencing of construction and ensures that each phase will function independently with adequate access, infrastructure, and services. Conditions of approval require that all necessary improvements be constructed concurrent with each phase.

The Project site meets the 5-acre minimum area for a phased commercial PDP. To promote a streamlined and flexible development and operations framework, the applicant proposes to subdivide the site into individual legal parcels corresponding to each building and associated parking area. Flexibility in site improvements and design modifications provided by the PDP include the following as noted on the detailed Site Plan:

1. Landscaping: A reduction from 20% to 15% of the total site area (approx. 76,000 sq. ft.).
2. Setbacks: A reduction in the front and street-side setbacks from 25 feet to up to 10 feet.
3. Minimum Lot Sizes: Modification to the minimum area, width, depth, and lot coverage (see Figure 1). The Development Code provides that the minimum lot area may be less than specified if a subdivision application is filed concurrently with a Planned Development Permit.
4. Circulation: Provide 28- and 30-foot-wide drive aisles to facilitate safe and comfortable circulation, exceeding the minimum 26-foot width for emergency vehicles.

Figure 1: Modifications to Development Standards for CH Zone District in the Desert Region

Development Standards	Required	Proposed
Minimum Lot Area*	5 acres	0.13 acres (PDP Request)
Minimum Width*	120 feet	100 feet (PDP Request)
Minimum Depth*	120 feet	33 feet (PDP Request)
Maximum Width to Depth Ratio	1:3	1:3
Front Setback*	25 feet	12 feet (PDP Request)
Side – Street side*	25 feet	10 feet (PDP Request)
Side Interior	10 feet	10 feet
Rear	10 feet	10 feet
Maximum lot coverage*	80%	85% (PDP Request)
Minimum Landscape*	20%	15% (PDP Request)

The PDP includes a detailed Site Plan that acts as the preliminary development plan, which establishes the ultimate buildout of the site, including land use distribution, circulation, infrastructure, and open space areas. Although the Project is proposed to be constructed in

multiple phases, the development plan demonstrates how all phases will function cohesively as a unified development upon completion. Additional plans for each phase will be required for County review and approval prior to the issuance of grading or building permits, demonstrating consistency with the approved Site Plan. In accordance with County Development Code Section 85.10.040, the Director shall review and act upon all applications for final development plans for a Planned Development Permit; provided, the plans have been determined to be non-controversial and are consistent with the approved preliminary development plans. In the event of the expiration of the PDP, all proceedings or any associated land use application with the PDP will be terminated until a new PDP is obtained.

In addition to providing flexibility in the development standards, the PDP authorizes the conditional approval of the uses requested by the applicant and authorized in the Highway Commercial (CH) Land Use Zoning District. The proposed mix of uses, including shopping center, drive-thru establishments, restaurants, café, coffee shop, and EV charging facilities, are uses allowed in the Highway Commercial (CH) designation, which is to serve both local and regional users. The Project has been designed to comply with applicable conditional approvals and development standards through the PDP.

The Site Plan demonstrates adequate parking, circulation, and access. A total of 524 parking spaces are provided, exceeding the minimum requirement of 307 spaces pursuant to County Development Code Section 83.11.040. The parking design supports Circulation and Infrastructure Policy CI-2.3, which requires that development provides adequate on-site circulation and parking to meet demand. This surplus parking supports peak demand associated with both retail activity and EV charging usage.

Potential impacts to adjacent residential uses have been addressed through project design features, including a six-foot masonry wall, landscape buffering, and shielded lighting to reduce light spillover. In addition, the internal circulation system, including 28- and 30-foot drive aisles, is designed to safely accommodate vehicular movement and emergency access.

Operational characteristics of the EV charging facility, including 24-hour operation and remote monitoring, are typical for this type of use and do not introduce significant adverse impacts beyond those addressed through environmental review and mitigation measures. The Project advances Renewable Energy and Conservation Element Policy RE-1.1, which encourages the development of alternative energy infrastructure, and RE-3.2, which supports the expansion of electric vehicle charging infrastructure. The Project, as conditioned, will not be detrimental to the public health, safety, or welfare or materially injurious to surrounding properties.

Subdivision:

The proposed phased TPM to subdivide the site into 14 parcels is consistent with the Planned Development framework and facilitates flexible leasing and long-term site management. Each parcel is designed to accommodate individual buildings and associated improvements without crossing property lines.

The subdivision has been designed to maintain full site functionality as an integrated commercial shopping center. Reciprocal access easements and shared parking arrangements will ensure that all parcels have adequate legal and physical access and that the site operates cohesively. The subdivision will not create landlocked parcels or impede circulation. This approach is consistent with Land Use Policy LU-6.1, which supports coordinated site planning and parcel configuration to ensure efficient circulation and access. The subdivision is consistent with the Subdivision Map Act and County regulations, and all required improvement agreements, easements, and legal

documents will be recorded prior to final map approval.

Phasing:

The proposed six-phase development plan provides a logical and efficient sequencing of construction that supports both immediate functionality and long-term buildout. Each phase is required to construct all necessary on-site and adjacent off-site improvements to ensure independent operation, including access, utilities, drainage, landscaping, and pedestrian improvements. Critical infrastructure elements, including EV charging facilities, drainage improvements, and circulation features, are incorporated into early phases of development to support subsequent phases. The relocation of the Eddie World driveway and installation of a four-way stop intersection will improve traffic circulation and safety in the Project vicinity. These improvements are consistent with Circulation Policy CI-3.1, which promotes safe and efficient roadway design.

Proposed Phasing plan:

Phase 1: Initial Site Development

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

Phase 2: Initial Commercial Development

- Development of 182 surface parking stalls (91 EV-capable).
- Construction of commercial building pads “A”, “B”, and “C”.
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 3: Central Site Development

- Construction of commercial building pads “D” and “I”.
- Development of 146 surface parking stalls (72 EV-capable).
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 4: Central Site Development

- Construction of commercial building pads “E”, “F” and “H”.
- Development of 102 surface parking stalls (72 EV-capable).
- Installation of additional standard parking stalls to serve the new buildings.
- Construction of street improvements and landscaping along entire phase.

Phase 5: Final Commercial Development

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

Phase 6: Final Parking Installation

- Decomposed Granite (DG) surfacing is proposed for this phase. Parking to be determined at a later date.
- Construction of street improvements and landscaping along entire phase.

This phased approach ensures that each segment of the Project operates as a self-contained and functional unit upon completion, while preserving consistency with the approved sitewide development plan. It also minimizes disruption to future construction phases and surrounding parcels and facilitates orderly build-out in alignment with the County's infrastructure, safety, and design requirements. All improvements will be reviewed and approved by the appropriate County departments to ensure compliance with the PDP, applicable codes, standards, and long-term planning goals. The phased implementation will not create land use conflicts or adverse impacts on adjacent properties, as each phase is required to meet applicable development standards and mitigation measures.

The Project has been designed to be compatible with surrounding land uses through thoughtful site planning, buffering, and circulation design. The orientation of buildings, placement of parking areas, and incorporation of landscaping and screening features reduce potential impacts to adjacent residential properties. The Project also enhances the visual character of the area by introducing a coordinated commercial development with modern design elements, pedestrian pathways, and amenities that support both local users and regional travelers. The integration of EV charging infrastructure further supports regional and statewide goals for clean energy and transportation.

California Environmental Quality Act

An Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and CEQA guidelines. The analysis concluded that all potentially significant impacts can be mitigated to a less-than-significant level through the implementation of identified mitigation measures. Cultural resources impacted by the Project are less than significant with mitigation CUL-1 through CUL-3, requiring work stoppage, qualified archaeological assessment, treatment/monitoring plans if avoidance is infeasible, and coroner notification for human remains. Tribal cultural resources impacts are less than significant with mitigation TCR-1 and TCR-2, mandating tribal notification, input on significance and treatment, potential tribal monitoring, and transmittal of cultural documents. These mitigation measures were incorporated in conjunction with comments received from the AB52 notices specifically from the Yuhaaviatam of San Manuel Nation and Twenty-Nine Palms Band of Mission Indians. Transportation hazards are less than significant with mitigation, requiring installation of an all-way stop at Calico Road and Telstar Court and shifting the Eddie World driveway to establish a four-way stop as part of mitigation TRANS-1. Operational and construction noise impacts are less than significant with mitigation, including extending a 6-foot Concrete Masonry Unit wall, vegetation buffers, construction hour limits, equipment mufflers, equipment siting, temporary barriers, idling limits, community notice, building acoustical treatments, and vibration controls as part of mitigation NOISE-1 through NOISE-9.

A Mitigation Monitoring and Reporting Program has been prepared to ensure compliance with all required mitigation measures. The Initial Study was circulated for public review from December 22, 2025, through January 20, 2026. No comments were received during the public review period, and the Project complies with CEQA requirements.

STAFF RECOMMENDATION: That the Planning Commission RECOMMEND that the Board of

Supervisor take the following actions:¹

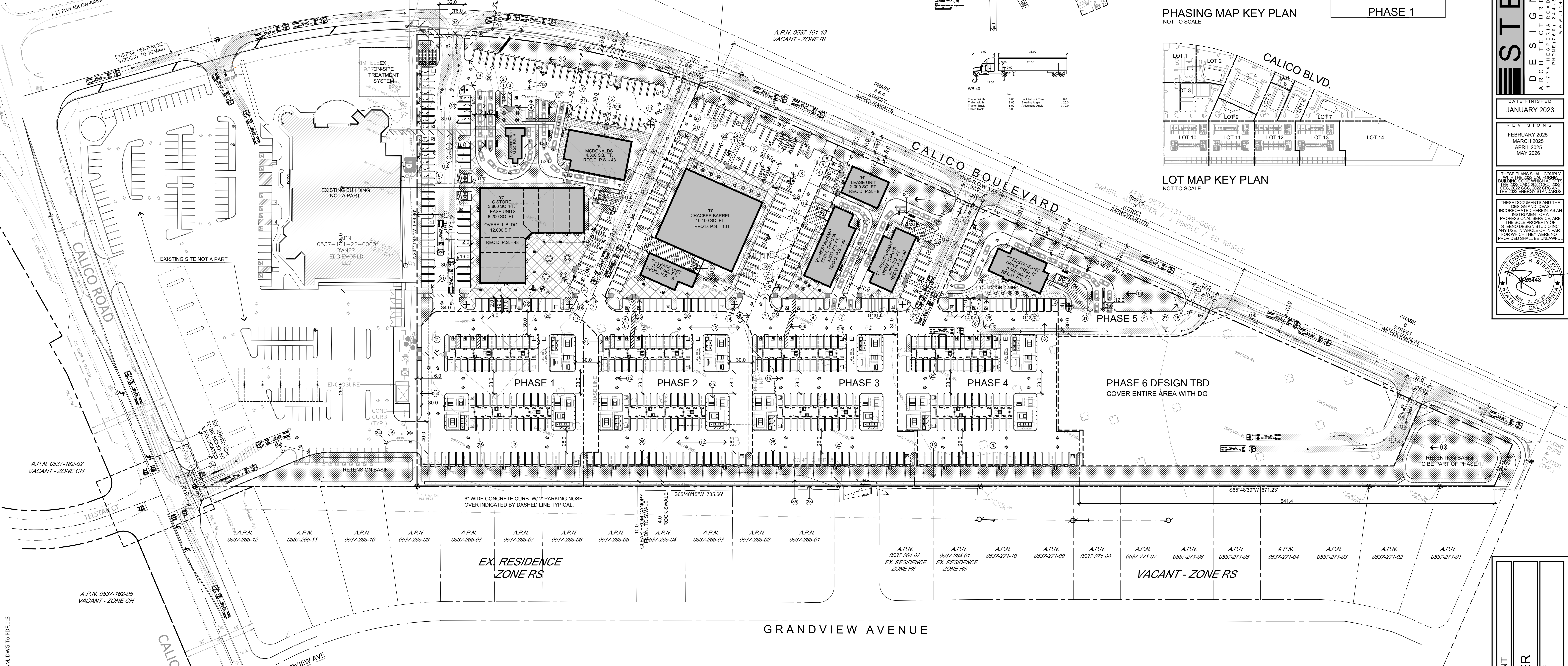
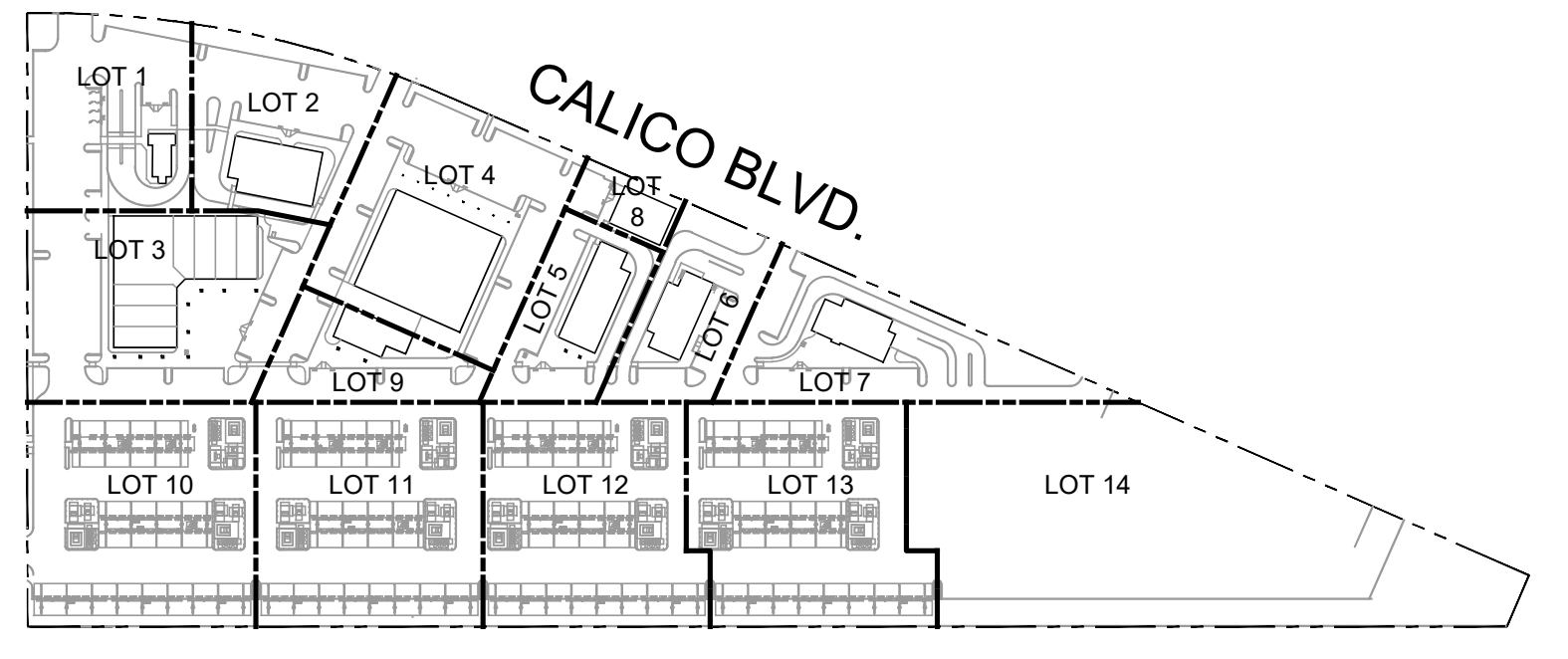
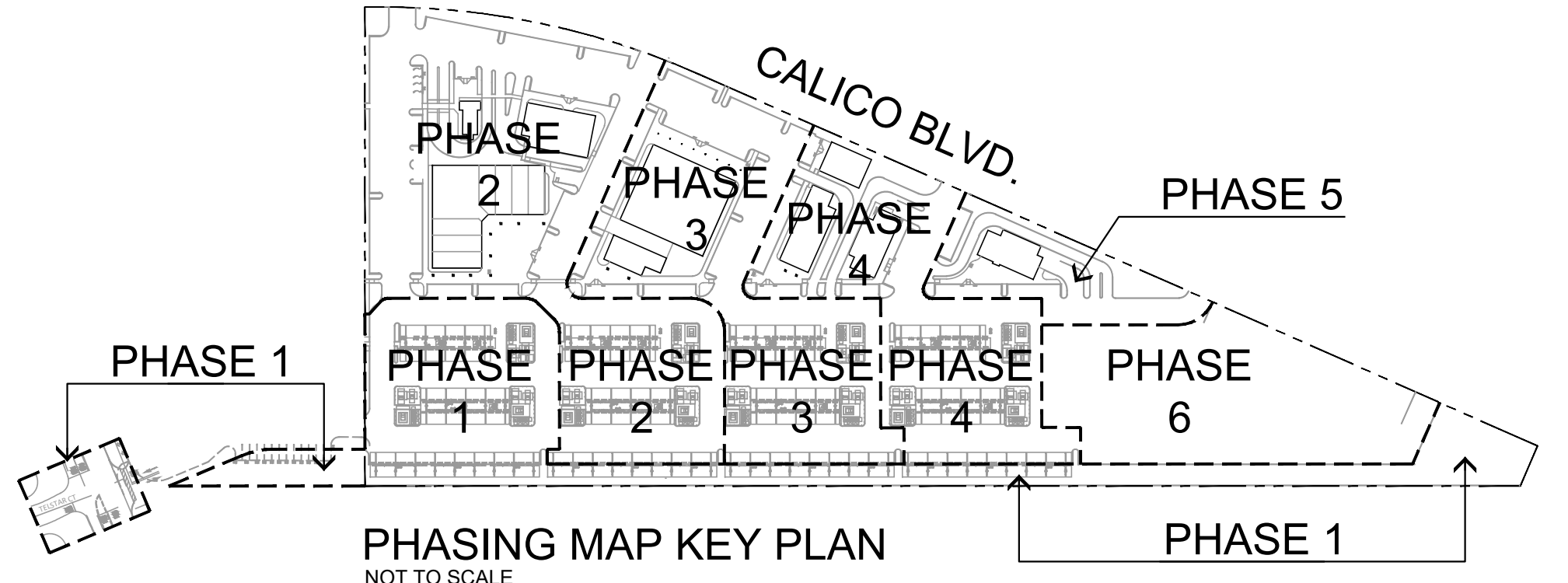
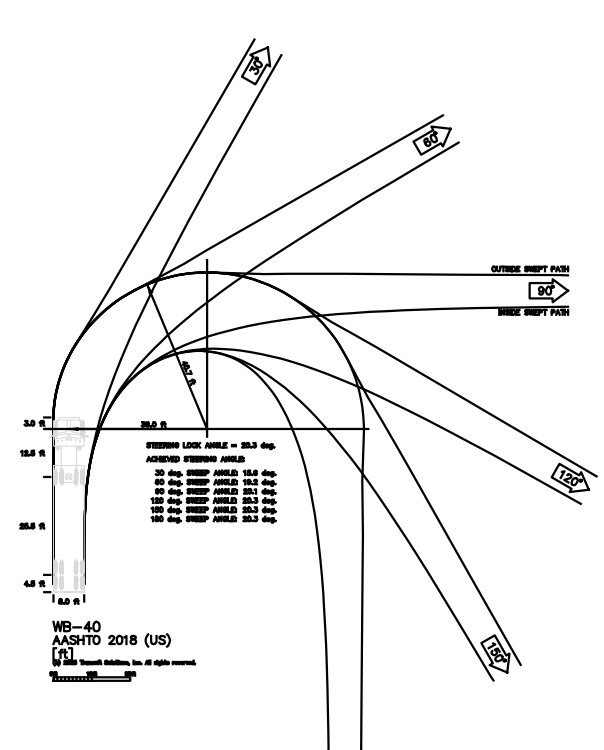
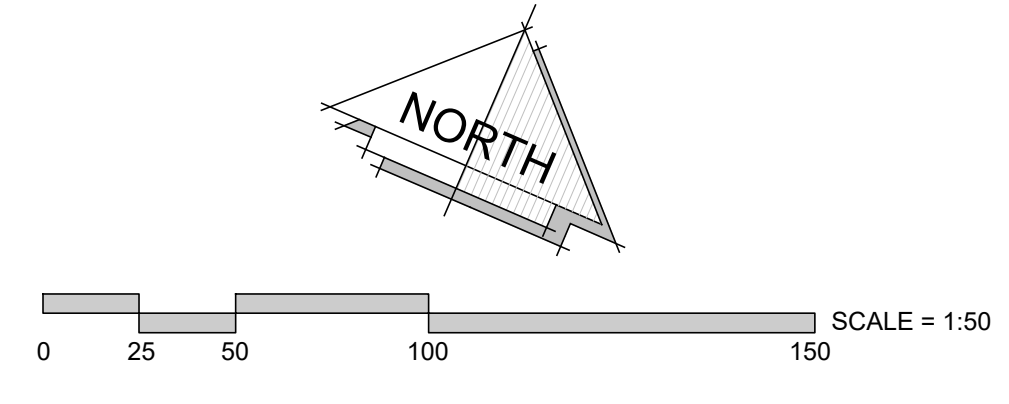
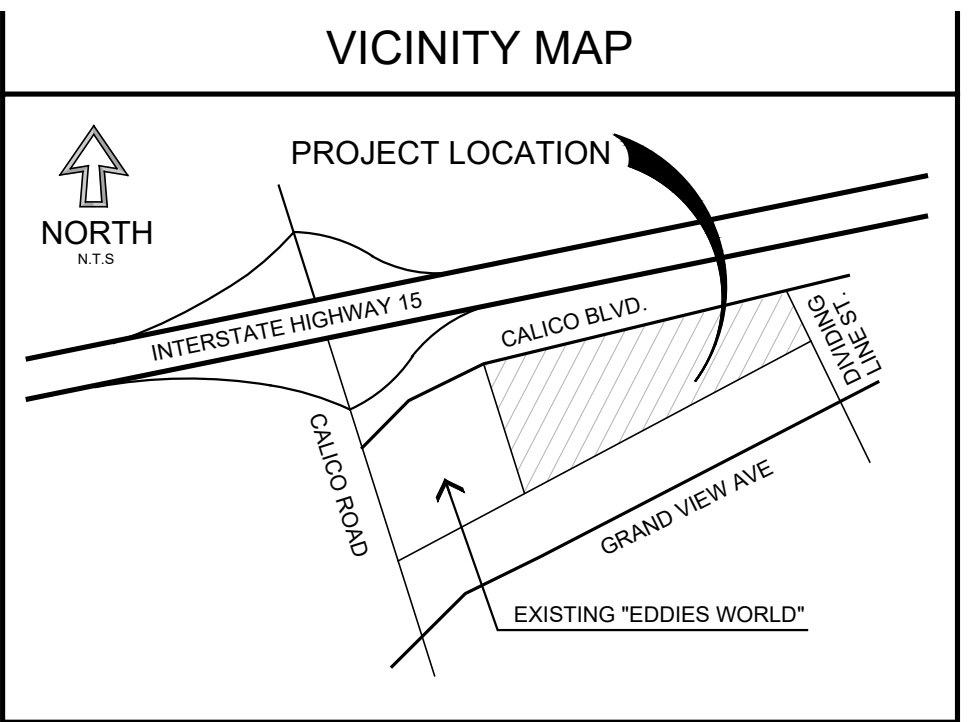
1. **ADOPT** the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program;
2. **ADOPT** the recommended Findings for approval of the Policy Plan Amendment, Zoning Amendment, Planned Development Permit, and Tentative Parcel Map;
3. **APPROVE** the Policy Plan Amendment to amend the Land Use Category designation from Rural Living to Commercial on a 12.46-acre site;
4. **APPROVE** the Zoning Amendment to amend the Land Use Zoning District designation from Rural Living to Highway Commercial on a 12.46-acre site;
5. **ADOPT** the Planned Development Permit to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot, setbacks, landscaping, and circulation standards on a 12.46-acre site in accordance with the approved site plan, subject to the Conditions of Approval;
6. **ADOPT** the Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases, subject to the Conditions of Approval; and
7. **DIRECT** the Land Use Services Department to file a Notice of Determination in accordance with the California Environmental Quality Act.

ATTACHMENTS:

Exhibit A: Site Plan
Exhibit B: Tentative Parcel Map
Exhibit C: Conditions of Approval
Exhibit D: Findings
Exhibit E: MMRP
Exhibit F: IS/MND

¹ In the event of adoption of the staff recommendation, the Planning Commission Staff Report and attachments shall serve as the Planning Commission's written recommendation to the Board of Supervisors.

EXHIBIT A



STEENO
DESIGN STUDIO, INC.
ARCHITECTS & ENGINEERS
11774 HESPERIA ROAD, SUITE 100, HESPERIA, CA 92343
TEL: (760) 244-2001 FAX: (760) 244-1988
WWW.STEENO.COM

DATE FINISHED: JANUARY 2023

REVISIONS:
FEBRUARY 2025
MARCH 2025
APRIL 2025
MAY 2026

THESE PLANS SHALL COMPLY WITH ALL APPLICABLE CITY, COUNTY AND STATE ORDINANCES AND REGULATIONS. ANY CHANGES TO THESE PLANS SHALL BE MADE BY A REVISION TO THESE PLANS. THE ARCHITECT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPLICABLE AGENCIES. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN AND DOES NOT INCLUDE CONSTRUCTION OF THE PROJECT OR THE PERFORMANCE OF THE CONTRACTOR. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACTIONS OF THE CONTRACTOR OR OTHER THIRD PARTIES. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN AND DOES NOT INCLUDE CONSTRUCTION OF THE PROJECT OR THE PERFORMANCE OF THE CONTRACTOR. THE ARCHITECT SHALL NOT BE RESPONSIBLE FOR THE ACTIONS OF THE CONTRACTOR OR OTHER THIRD PARTIES.

REGISTERED ARCHITECT
TOM STEENO
NO. 22548
STATE OF CALIFORNIA

FLOOR AREA RATIO	
TOTAL BUILDING AREA = 40,670 S.F.	
TOTAL LOT AREA = 507,486	
TOTAL FAR: 40,670 / 507,486 = 0.08	

SYMBOL LEGEND	
SYM.	DESCRIPTION
[Symbol]	SITE LIGHT POLE STANDARD, TWIN HEAD 90"-23" QUAD HEAD 360"-23" AND SINGLE HEAD W/ SHOE BOX STYLE FIXTURES & LIGHT SHIELD TO MEET 0.5 FOOTCANDLE LEVELS AT ALL PROPERTY LINE.
[Symbol]	DENOTES PARKING SPACE COUNT
[Symbol]	DENOTES PATH OF TRAVEL
[Symbol]	TESLA CHARGING STATION EQUIPMENT

PARCEL AREA SUMMARY	
NET LAND AREA - 507,486 S.F.	100%
PARCEL "A" - 28,982 S.F.	= 5.7% OF TOTAL SITE
PARCEL "B" - 27,340 S.F.	= 5.4% OF TOTAL SITE
PARCEL "C" - 45,670 S.F.	= 9.0% OF TOTAL SITE
PARCEL "D" - 43,663 S.F.	= 8.6% OF TOTAL SITE
PARCEL "E" - 18,642 S.F.	= 3.7% OF TOTAL SITE
PARCEL "F" - 18,804 S.F.	= 3.7% OF TOTAL SITE
PARCEL "G" - 30,487 S.F.	= 6.0% OF TOTAL SITE
PARCEL "H" - 4,892 S.F.	= 1.0% OF TOTAL SITE
PARCEL "I" - 15,268 S.F.	= 3.0% OF TOTAL SITE
PARCEL "J" - 273,738 S.F.	= 53.9% OF TOTAL SITE

KEYED NOTES	
① VAN ACCESSIBLE PARKING SPACE	⑳ PROVIDE PERMANENTLY ANCHORED BICYCLE RACKS WITHIN 200 FT. OF THE VISITORS' ENTRANCE, READILY VISIBLE TO PASSENGERS BY, FOR 5% OF NEW VISITOR MOTORIZED VEHICLE PARKING SPACES BEING ADDED, WITH A MIN. OF (1) TWO-BIKE CAPACITY RACK.
② ACCESSIBILITY STALL EMBLEM PAINTED AS SHOWN	㉑ 4'-0" WIDE ACCESSIBILITY ACCESS W/ BLUE STRIPES
③ 5'-0" WIDE ACCESSIBILITY ACCESS W/ BLUE STRIPES	㉒ 6" WIDE CONCRETE SIDEWALK
④ A.D.A. VAN ACCESSIBLE SIGN	㉓ EV CHARGING STATION EQUIPMENT
⑤ A.D.A. RAMP NOT TO EXCEED 5% SLOPE IN DIRECTION OF RUN AND 2% MAX CROSS SLOPE	㉔ WHEEL STOP PER CITY STANDARD
⑥ TRUNCATED DOMES, 36" DEPT X WIDTH OF RAMP	㉕ LINE OF CLEAR SIGHT TRIANGLE
⑦ A.D.A. PATH OF TRAVEL NOT TO EXCEED 5% IN DIRECTION OF TRAVEL & 2% CROSS SLOPE	㉖ HAIRPIN PARKING STRIPE
⑧ PROPOSED PARCEL LINES	㉗ MONUMENT SITE SIGNAGE
⑨ 6" WIDE CONCRETE CURB TYPICAL	㉘ 24" WIDE CONCRETE CURB
⑩ 6" WIDE CONCRETE CURB, W/ 2" PARKING NOSE OVER INDICATED BY DASHED LINE TYPICAL	㉙ DRIVE-THRU MENU BOARD / ORDER BOOTH
⑪ 4" NOMINAL THICK CONCRETE WALKWAYS	㉚ EX. CURB AND EV CHARGING TO BE REMOVED
⑫ PROPOSED CONC. PAVING	㉛ PROPOSED 6" HI. MASONRY WALL
⑬ LANDSCAPED AREA ALL AREAS TO BE COVERED IN DECORATIVE ROCK ON PLAN	㉜ PROPOSED CONCRETE DRIVEWAY APPROACH
⑭ SITE LIGHT POLE STANDARD, TWIN HEAD 90"-23" QUAD HEAD 360"-23" AND SINGLE HEAD W/ SHOE BOX STYLE FIXTURES & LIGHT SHIELD TO MEET 0.5 FOOTCANDLE LEVELS AT ALL PROPERTY LINE	㉝ ROCK SWALE
⑮ TRAFFIC FLOW DIRECTIONAL ARROWS PAINTED ON PAVING AS SHOWN ON PLAN	
⑯ TRASH ENCLOSURE PER CITY STANDARDS	
⑰ 8" THK. REINFORCED CONCRETE PAD W/ 2% MAXIMUM SLOPE AWAY FROM TIE	
⑱ PROPOSED CONC. CURB & GUTTER PER CITY/COUNTY STANDARDS	
⑲ LARGE ROUND CONCRETE PLANTERS	
⑳ SCORED COLORED CONCRETE	
㉑ 6" CONC. CURB WITH 12" WIDE CONCRETE STEPPING STRIP AT END PARKING STALLS	

BUILDING DATA			
BUILDING	S.F.	OCCUPANCY	HOURS
A - DRIVE-THRU COFFEE SHOP	870	B	24 HOURS
B - MC DONALD'S	4,300	A-2	24 HOURS
C - C-STORE/ LEASE UNITS	12,000	MB	VARIES
D - CRACKER BARREL	10,100	A-2	7:00 am - 11:00 pm
E - DRIVE THRU RESTAURANT 'A'	3,800	A-2	7:00 am - 11:00 pm
F - DRIVE THRU RESTAURANT 'B'	3,000	A-2	7:00 am - 11:00 pm
G - DRIVE THRU RESTAURANT 'C'	2,800	A-2	7:00 am - 11:00 pm
H - LEASE BUILDING	2,000	B	T.B.D.
I - LEASE BUILDING	2,000	B	T.B.D.

PARKING DATA PER PHASE						
TYPE	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	TOTAL # SPACES
9X19' E.V. CHARGING STATIONS (NON-TESLA)	-	19 SPACES	70 SPACES	24 SPACES	20 SPACES	= 119 SPACES
9X19' STANDARD PARKING STALLS	-	85 SPACES	3 SPACES	2 SPACES	3 SPACES	= 199 SPACES
9X19' ACCESSIBLE PARKING STALLS	-	3 SPACES	2 SPACES	3 SPACES	1 SPACES	= 9 SPACES
12X19' VAN ACCESSIBLE PARKING STALLS	-	3 SPACES	2 SPACES	3 SPACES	1 SPACES	= 9 SPACES
9X19' E.V. CHARGING STATION	67 SPACES	67 SPACES	67 SPACES	67 SPACES	-	= 268 SPACES
9X19' E.V. ACCESSIBLE CHARGING STATION	3 SPACES	3 SPACES	3 SPACES	3 SPACES	-	= 12 SPACES
12X19' E.V. VAN ACCESSIBLE CHARGING STATION	1 SPACES	1 SPACES	1 SPACES	1 SPACES	-	= 4 SPACES
12' PULL THRU CHARGING STATION	1 SPACES	1 SPACES	1 SPACES	1 SPACES	-	= 4 SPACES
TOTAL STANDARD PARKING PROVIDED	-	-	-	-	-	= 219 SPACES
TOTAL E.V. PARKING PROVIDED	-	-	-	-	-	= 307 SPACES
TOTAL PARKING PROVIDED	72 SPACES	182 SPACES	146 SPACES	102 SPACES	22 SPACES	= 524 SPACES

PARKING DATA			
REQUIRED PARKING PER G.F.A.:			
AREA	RATIO	S.F.	# SPACES
LOT 1 - DRIVE-THRU COFFEE SHOP (TAKE OUT ONLY)	1:200	870	5
LOT 2 - DRIVE-THRU REST. (Mc DONALD'S)	1:100	4,300	43
LOT 3 - C-STORE	1:250	3,800	15
LOT 3 - LEASE UNITS	1:250	8,200	33
LOT 4 - RESTAURANT (CRACKER BARREL)	1:100	10,100	101
LOT 5 - DRIVE-THRU REST. - A	1:100	3,800	38
LOT 6 - DRIVE-THRU REST. - B	1:100	3,000	30
LOT 7 - DRIVE-THRU REST. - C	1:100	2,800	28
LOT 8 - LEASE UNITS	1:250	2,000	8
LOT 9 - LEASE UNITS	1:250	2,000	8
TOTAL REQUIRED			307

SITE DATA		
A.P.N. 0537-161-19		
LEGAL DESCRIPTION:	PTN GOV LOT 2 NW 1/4 SEC 1 T 9N R 1E COM AT NE COR SD LOT TH N 89 DEG 59 MIN 30 SECONDS W ALG N L1 SD LOT 195 FT TH S 0 DEG 24 MIN 30 SECS E PARALLEL WITH E LI SD LOT 2 INTERSECTION WITH NELY PROLONGATION NELY LI TR 6795 TH S 66 DEG 05 MIN 30 SECONDS W ALG SD NELY PROLONGATION TO MOST NELY COR TR 6795 TH CONT S 66 DEG 05 MIN 30 SECONDS W ALG NELY LI SD T R 735.70 FT TH N 23 DEG 54 MIN 30 SECONDS W 583.15 FT TO SELLY LI PAR CONVEYED FOR HWY 116/62 BK 5796 PG 45 TH NELY AND ELY ALG SD PAR TO N LI SD GOV LOT TH E ALG SD PAR TO POB EX PTN THEREOF LYING ELY OF LI COM AT THE MOST NELY COR TR 6795 TH N 66 DEG 05 MIN 30 SECONDS E 616.39 FT ALG NELY PROLONGATION NELY LI SD TR TH N 89 DEG 35 MIN 30 SECONDS E 65.39 FT TH N 0 DEG 24 MIN 30 SECONDS W PARALLEL WITH E LI SD GOV LOT 60.80 FT TH NELY ALG TANGENT CURVE CONCAVE TO SW HAVING RAD OF 20 FT THRU ANGLE OF 89 DEG 35 MIN 00 SECONDS 31.27 FT TH N 0 DEG 00 MIN 30 SECONDS E 34 FT N LI SD GOV LOT	
SITE AREA		
AREA	543,193 S.F.	
GROSS LAND AREA (PRIOR ROAD DEDICATION) - 12.47 ACRES		
NET LAND AREA - 11.65 ACRES	507,486 S.F.	
PROPOSED LAND AREA & COVERAGE		
AREA	SQ. FOOTAGE	% COVERAGE
TOTAL BUILDING AREA (TOTAL FOOTPRINT)	40,670 S.F.	8.0%
A/C PAVING	318,165 S.F.	62.7%
CONCRETE HARDSCAPE & CURBING	71,840 S.F.	14.2%
LANDSCAPED AREA	76,811 S.F.	15.1%
TOTAL NET LAND AREA COVERAGE	507,486 S.F.	100%
LANDSCAPED AREA (BEYOND PROPERTY LINE)	7,712 S.F.	NOT A PART

PROJECT DATA	
APPLICATION TYPE:	CUP
ZONE:	RL
OCCUPANCY'S:	M, B, A-2
CONSTRUCTION TYPE:	V - B
STORIES:	1
FIRE SPRINKLERS:	
APPLICANT / OWNER:	ARCHITECT / REPRESENTATIVE:
ALEX RINGLE EDDIE WORLD 36023 CALICO RD. YERMO, CA 92398	STEENO DESIGN STUDIO, INC. ARCHITECT: TOM STEENO 11774 HESPERIA RD, SUITE B-1 PH: 760.244.5001 FX: 760.244.1948
SCOPE OF WORK	
TO CONSTRUCT ONE (1) COFFEE SHOP BLDG. (APPROX. 870 SQ. FT.), ONE (1) MC DONALD'S RESTAURANT (APPROX. 4,300 SQ. FT.), THREE (3) COMMERCIAL LEASE UNITS BUILDING (APPROX. 12,000 SQ. FT. AND 2-2,000 SQ. FT.), ONE (1) CRACKER BARREL RESTAURANT (APPROX. 10,100 SQ. FT.), THREE (3) DRIVE-THRU RESTAURANTS (APPROX. 3,800 SQ. FT., 3,000 SQ. FT. AND 2,800 SQ. FT.), WITH A TOTAL OF 407 EV CHARGING STATIONS W/ 288 SPACES OF TESLA CHARGING STATIONS. SITE TO INCLUDE 14 PARCELS FOR A TENTATIVE PARCEL MAP FOR A TOTAL OF APPROXIMATELY 11.65 ACRES SITE, TO BE COMPLETED IN 6 PHASES.	

PROJECT: DEVELOPMENT

TESLA SUPERCHARGER

PROJECT LOCATION:
YERMO, CA 92398
A.P.N. 0537-161-19

JOB NO:
C22-A45

SHEET NAME:
SITE PLAN

PAGE
A-0

S:\2022_A\Projects\02 - Commercial\A - FV5 - Eddie World 2\A-A-0 Site Plan_New_2026.02.05.dwg, 5/14/2026 9:50:51 AM, DMCG To PDF.pcf

EXHIBIT B

LOT INFORMATION:
 NUMBER OF PARCELS: 14
 LETTERED LOTS: 1
 TOTAL AREA: 12.53 ACRES
 NET AREA: 11.65 ACRES

COUNTY OF SAN BERNARDINO

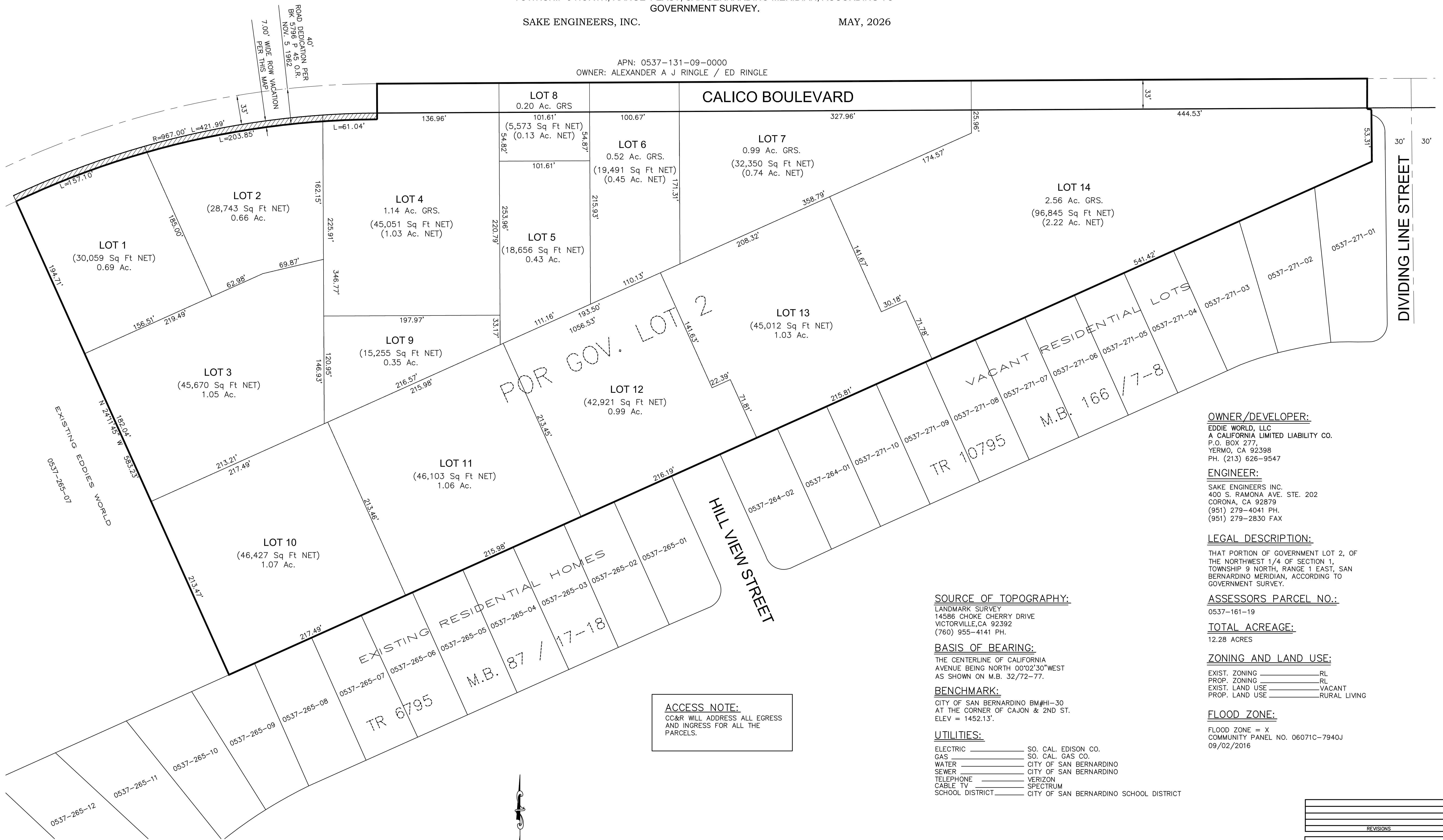
TENTATIVE PARCEL MAP NO. 20876

THAT PORTION OF GOVERNMENT LOT 2, OF THE NORTHWEST 1/4 OF SECTION 1,
 TOWNSHIP 9 NORTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, ACCORDING TO
 GOVERNMENT SURVEY.

SAKE ENGINEERS, INC.

MAY, 2026

APN: 0537-131-09-0000
 OWNER: ALEXANDER A J RINGLE / ED RINGLE



OWNER/DEVELOPER:
 EDDIE WORLD, LLC
 A CALIFORNIA LIMITED LIABILITY CO.
 P.O. BOX 277,
 YERMO, CA 92398
 PH. (213) 626-9547

ENGINEER:
 SAKE ENGINEERS INC.
 400 S. RAMONA AVE. STE. 202
 CORONA, CA 92879
 (951) 279-4041 PH.
 (951) 279-2830 FAX

LEGAL DESCRIPTION:
 THAT PORTION OF GOVERNMENT LOT 2, OF
 THE NORTHWEST 1/4 OF SECTION 1,
 TOWNSHIP 9 NORTH, RANGE 1 EAST, SAN
 BERNARDINO MERIDIAN, ACCORDING TO
 GOVERNMENT SURVEY.

ASSESSORS PARCEL NO.:
 0537-161-19

TOTAL ACREAGE:
 12.28 ACRES

ZONING AND LAND USE:
 EXIST. ZONING _____ RL
 PROP. ZONING _____ RL
 EXIST. LAND USE _____ VACANT
 PROP. LAND USE _____ RURAL LIVING

FLOOD ZONE:
 FLOOD ZONE = X
 COMMUNITY PANEL NO. 06071C-7940J
 09/02/2016

SOURCE OF TOPOGRAPHY:

LANDMARK SURVEY
 14586 CHOKE CHERRY DRIVE
 VICTORVILLE, CA 92392
 (760) 955-4141 PH.

BASIS OF BEARING:

THE CENTERLINE OF CALIFORNIA
 AVENUE BEING NORTH 00°02'30" WEST
 AS SHOWN ON M.B. 32/72-77.

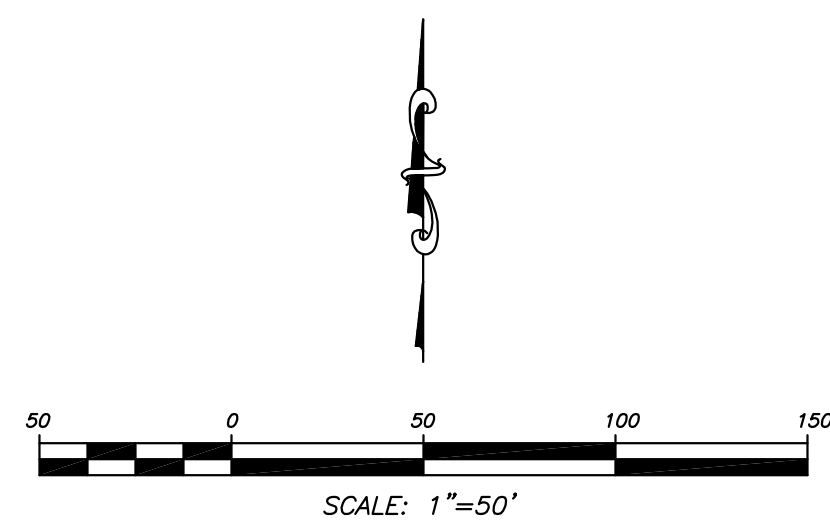
BENCHMARK:

CITY OF SAN BERNARDINO BM#HI-30
 AT THE CORNER OF CAJON & 2ND ST.
 ELEV = 1452.13'.

UTILITIES:

ELECTRIC _____ SO. CAL. EDISON CO.
 GAS _____ SO. CAL. GAS CO.
 WATER _____ CITY OF SAN BERNARDINO
 SEWER _____ CITY OF SAN BERNARDINO
 TELEPHONE _____ VERIZON
 CABLE TV _____ SPECTRUM
 SCHOOL DISTRICT _____ CITY OF SAN BERNARDINO SCHOOL DISTRICT

ACCESS NOTE:
 CC&R WILL ADDRESS ALL EGRESS
 AND INGRESS FOR ALL THE
 PARCELS.



REVISIONS	DATE	BY

TENTATIVE PARCEL MAP NO. 20876
 COUNTY OF SAN BERNARDINO

SCALE: 1" = 50'	DATE: 5/14/2026	SHEET: 1
DRAWN: RL	DESIGNED: SA	CHECKED: SA
PREPARED BY: SAKE ENGINEERS, INC.	DATE: 5/14/2026	DWG. NO. 20876



SAKE ENGINEERS, INC.
 ENGINEERING • SURVEYING • LAND DEVELOPMENT
 400 S. RAMONA AVE. STE. 202
 CORONA, CALIFORNIA 92879
 (951) 279-4041
 PREPARED BY: SAKE ENGINEERS, INC. DATE: 5/14/2026 DWG. NO. 20876
 PLAN OR REF: _____

EXHIBIT C



Conditions of Approval

Record:	PROJ-2022-00216	System Date:	05/14/2026
Record Type:	Project Application	Primary APN:	0537161190000
Record Status:	Decision Pending	Application Name:	EDDIE'S WORLD - POLICY PLAN AMENDMENT, ZONING AMENDMENT, PLANNED DEVELOPMENT PERMIT, AND TENTATIVE PARCEL MAP

Effective Date: _____ **Expiration Date:** _____

Description: A (1) Policy Plan Amendment to amend the Land Use Category designation from Rural Living to Commercial on a 12.46-acre site; (2) Zoning Amendment to amend the Land Use Zoning District from Rural Living to Highway Commercial on a 12.46-acre site; (3) Planned Development Permit to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot size, setbacks, landscaping, and circulation standards on a 12.46-acre site; and (4) Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases.

This document does not signify project approval.

If the project has been approved, then an effective date and an expiration date for these conditions can be found below. This content reflects County records as at the System Date and time below.

The following conditions of approval have been imposed for the project identified below. The applicant/developer shall complete all conditions of approval stipulated in the approval letter.

Conditions of Approval are organized by project phase, then by status, and finally by department imposing the condition.

On-going conditions must be complied with at all times. For assistance interpreting the content of this document, please contact the Land Use Services Department Planning Division.

Contact information is provided at the end of this document for follow-up on individual conditions.

ON-GOING

Land Use Services - Planning

- Continuous Effect/Revocation** - Status: Outstanding
All of the conditions of this project approval are continuously in effect throughout the operative life of the project for all approved structures and approved land uses/activities. Failure of the property owner or developer to comply with any or all of the conditions at any time may result in a public hearing and possible revocation of the approved land use, provided adequate notice, time and opportunity is provided to the property owner, developer or other interested party to correct the non-complying situation.

2 Continuous Maintenance - Status: Outstanding

The Project property owner shall continually maintain the property so that it is visually attractive and not dangerous to the health, safety and general welfare of both on-site users (e.g. employees) and surrounding properties. The property owner shall ensure that all facets of the development are regularly inspected, maintained and that any defects are timely repaired. Among the elements to be maintained, include but are not limited to: a) Annual maintenance and repair: The developer shall conduct inspections for any structures, fencing/walls, driveways, and signs to assure proper structural, electrical, and mechanical safety. b) Graffiti and debris: The developer shall remove graffiti and debris immediately through weekly maintenance. c) Landscaping: The developer shall maintain landscaping in a continual healthy thriving manner at proper height for required screening. Drought-resistant, fire retardant vegetation shall be used where practicable. Where landscaped areas are irrigated it shall be done in a manner designed to conserve water, minimizing aerial spraying. d) Dust control: The developer shall maintain dust control measures on any undeveloped areas where landscaping has not been provided. e) Erosion control: The developer shall maintain erosion control measures to reduce water runoff, siltation, and promote slope stability. f) External Storage: The developer shall maintain external storage, loading, recycling and trash storage areas in a neat and orderly manner, and fully screened from public view. Outside storage shall not exceed the height of the screening walls. g) Metal Storage Containers: The developer shall NOT place metal storage containers in loading areas or other areas unless specifically approved by this or subsequent land use approvals. h) Screening: The developer shall maintain screening that is visually attractive. All trash areas, loading areas, mechanical equipment (including roof top) shall be screened from public view. i) Signage: The developer shall maintain all on-site signs, including posted area signs (e.g. "No Trespassing") in a clean readable condition at all times. The developer shall remove all graffiti and repair vandalism on a regular basis. Signs on the site shall be of the size and general location as shown on the approved site plan or subsequently a County-approved sign plan. j) Lighting: The developer shall maintain any lighting so that they operate properly for safety purposes and do not project onto adjoining properties or roadways. Lighting shall adhere to applicable glare and night light rules. k) Parking and on-site circulation: The developer shall maintain all parking and on-site circulation requirements, including surfaces, all markings and traffic/directional signs in an un-faded condition as identified on the approved site plan. Any modification to parking and access layout requires the Planning Division review and approval. The markings and signs shall be clearly defined, un-faded and legible; these include parking spaces, disabled space and access path of travel, directional designations and signs, stop signs, pedestrian crossing, speed humps and "No Parking", "Carpool", and "Fire Lane" designations. l) Fire Lanes: The developer shall clearly define and maintain in good condition at all times all markings required by the Fire Department, including "No Parking" designations and "Fire Lane" designations.

3 Project Approval Description - Status: Outstanding

An application for a (1) Policy Plan Amendment to amend the Land Use Category designation from Rural Living to Commercial on a 12.46-acre site; (2) Zoning Amendment to amend the Land Use Zoning District from Rural Living to Highway Commercial on a 12.46-acre site; (3) Planned Development Permit to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot size, setbacks, landscaping, and circulation standards on a 12.46-acre site; and (4) Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases.

4 Project Location - Status: Outstanding

The Project site is located at Calico Road and Calico Boulevard off the I-15 at APN: 0537-161-19

5 Revisions - Status: Outstanding

Any proposed change to the approved Project and/or conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

6 Additional Permits - Status: Outstanding

The developer shall ascertain compliance with all laws, ordinances, regulations and any other requirements of Federal, State, County and Local agencies that may apply for the development and operation of the approved land use. These may include but are not limited to: a. FEDERAL: b. STATE: c. COUNTY: d. LOCAL:

7 **Expiration** - Status: Outstanding

This phased Planned Development Permit approval shall expire and become void if it is not "exercised" within the expressed timelines: The applicant shall either record a parcel map or obtain Building Permits for at least one phase of the project within five years of the Development Plan conditional approval and, as applicable, within each succeeding five-year period. Each five-year period shall begin with the last County approved action is accomplished (e.g., recordation of a parcel map, finalized Building Permit) for that phase. The permit is deemed "exercised" when either: (a.) The permittee has commenced actual construction or alteration under a validly issued building permit, or (b.) The permittee has substantially commenced the approved land use or activity on the project site, for those portions of the project not requiring a building permit. (SBCC §86.06.060) (c.) Occupancy of approved land use, occupancy of completed structures and operation of the approved and exercised land use remains valid continuously for the life of the project and the approval runs with the land, unless one of the following occurs: - Construction permits for all or part of the project are not issued or the construction permits expire before the structure is completed and the final inspection is approved. - The land use is determined by the County to be abandoned or non-conforming. - The land use is determined by the County to be not operating in compliance with these conditions of approval, the County Code, or other applicable laws, ordinances or regulations. In these cases, the land use may be subject to a revocation hearing and possible termination.

PLEASE NOTE: This will be the ONLY notice given of this approval's expiration date. The developer is responsible to initiate any Extension of Time application.

8 **Development Impact Fees** - Status: Outstanding

Additional fees may be required prior to issuance of development permits. Fees shall be paid as specified in adopted fee ordinances

9 **Performance Standards** - Status: Outstanding

The approved land uses shall operate in compliance with the general performance standards listed in the County Development Code Chapter 83.01, regarding air quality, electrical disturbance, fire hazards (storage of flammable or other hazardous materials), heat, noise, vibration, and the disposal of liquid waste

10 **Clear Sight Triangle** - Status: Outstanding

Adequate visibility for vehicular and pedestrian traffic shall be provided at clear sight triangles at all 90 degree angle intersections of public rights-of-way and private driveways. All signs, structures and landscaping located within any clear sight triangle shall comply with the height and location requirements specified by County Development Code (SBCC§ 83.02.030) or as otherwise required by County Traffic

11 **Lighting** - Status: Outstanding

Lighting shall comply with Table 83-7 "Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region" of the County's Development Code (i.e. "Dark Sky" requirements). All lighting shall be limited to that necessary for maintenance activities and security purposes. This is to allow minimum obstruction of night sky remote area views. No light shall project onto adjacent roadways in a manner that interferes with on-coming traffic. All signs proposed by this project shall only be lit by steady, stationary, shielded light directed at the sign, by light inside the sign, by direct stationary neon lighting or in the case of an approved electronic message center sign, an alternating message no more than once every five seconds.

12 **Underground Utilities** - Status: Outstanding

No new above-ground power or communication lines shall be extended to the site. All required utilities shall be placed underground in a manner that complies with the California Public Utilities Commission General Order 128, and avoids disturbing any existing/natural vegetation or the site appearance.

13 **Construction Hours** - Status: Outstanding

Construction will be limited to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday in accordance with the County of San Bernardino Development Code standards. No construction activities are permitted outside of these hours or on Sundays and Federal holidays.

14 **Construction Noise** - Status: Outstanding

The following measures shall be adhered to during the construction phase of the project: - All construction equipment shall be muffled in accordance with manufacturer's specifications. - All construction staging shall be performed as far as possible from occupied dwellings. The location of staging areas shall be subject to review and approval by the County prior to the issuance of grading and/or building permits. - All stationary construction equipment shall be placed in a manner so that emitted noise is directed away from sensitive receptors (e.g. residences and schools) nearest the project site.

Public Works - Traffic

15 **Back Out Into Public Roadways** - Status: Outstanding

Project vehicles shall not back up into the project site nor shall they back out into the public roadway.

INFORMATIONAL

Land Use Services - Planning

16 **Legal Description** - Status: Outstanding

Complete legal description of the property including number of acres. Include Assessor Parcel Number. If a portion of a large parcel is being developed, include a detailed description of that portion.

17 **Lot Area** - Status: Outstanding

Compute and record the net lot area in square feet for each existing and proposed lot.

18 **Subdivisions - Expiration/TPM** - Status: Outstanding

This conditional approval of the Tentative Parcel Map shall become null and void unless all conditions have been completed and the Tentative Map has been deemed complete by the County Surveyor for purposes of recordation within 36 months following the effective approval date, unless an extension of time is granted. PLEASE NOTE: This will be the ONLY notice given of the approval expiration date. The developer is responsible for initiation of any extension request.

19 **Subdivisions - Extension of Time/TPM** - Status: Outstanding

Where circumstances cause delays, which do not permit compliance with the required recordation time limit, the developer may submit for review and approval an application requesting an extension of time. County Land Use Services may grant such requests for extensions of time in compliance with the State Map Act Section 66452.6. An Extension of Time may be granted upon a successful review of an Extension of Time application, which includes a justification of the delay in recordation, a plan of action for completion and submittal of the appropriate fee, not less than 30 days prior to the expiration date. The granting of an extension request is a discretionary action that may be subject to additional or revised conditions of approval.

20 **Subdivisions - Indemnification** - Status: Outstanding

In compliance with SBCC §81.01.070, the "developer" shall agree, to defend, indemnify, and hold harmless the County or its "indemnitees" (herein collectively the County's elected officials, appointed officials (including Planning Commissioners), Zoning Administrator, agents, officers, employees, volunteers, advisory agencies or committees, appeal boards or legislative body) from any claim, action, or proceeding against the County or its indemnitees to attack, set aside, void, or annul an approval of the County by an indemnitee concerning a map or permit or any other action relating to or arising out of County approval, including the acts, errors or omissions of any person and for any costs or expenses incurred by the indemnitees on account of any claim, except where such indemnification is prohibited by law. In the alternative, the developer may agree to relinquish such approval. Any condition of approval imposed in compliance with the County Development Code or County General Plan shall include a requirement that the County acts reasonably to promptly notify the "developer" of any claim, action, or proceeding and that the County cooperates fully in the defense. The "developer" shall reimburse the County and its indemnitees for all expenses resulting from such actions, including any court costs and attorney fees, which the County or its indemnitees may be required by a court to pay as a result of such action. The County may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the "developer" of their obligations under this condition to reimburse the County or its indemnitees for all such expenses. This indemnification provision shall apply regardless of the existence or degree of fault of indemnitees. The developer's indemnification obligation applies to the indemnitees' "passive" negligence but does not apply to the indemnitees' "sole" or "active" negligence or "willful misconduct" within the meaning of Civil Code Section 2782.

21 **Subdivisions - Revisions/TPM** - Status: Outstanding

Any proposed change to the approved Tentative Parcel Map and/or the conditions of approval shall require that an additional land use application (e.g. Revision to an Approved Action) be submitted to County Land Use Services for review and approval.

22 **Utilities** - Status: Outstanding

Indicate names, address and telephone numbers of water company, sewage disposal, electric, gas, telephone, cable television. If no utility company, indicate method of supply.

23 **Lighting** - Status: Outstanding

Show location of outdoor lighting. In a note, indicate the type of lighting and planned shielding design.

24 **F01 Jurisdiction** - Status: Outstanding

The above referenced project is under the jurisdiction of the Yermo Fire Department herein "Fire Department". Prior to any construction occurring on any parcel, the applicant shall contact the Fire Department for verification of current fire protection requirements. All new construction shall comply with the current California Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the Fire Department. 1) Fire flow test: provide a current fire flow test report showing there is a water system capable of delivering the minimum fire flow required by the 2019 CFC section 507.3, 507.4, and Appendix B. 2.) Fire Sprinklers: Plans indicate building is protected. Fire sprinklers are required to adhere to NFPA 13 and 2019 California Fire Code and amendments. 3.) Site plan: prior to building plan approval and construction, the applicant/developer shall provide two copies of a site plan showing the locations of the nearest fire hydrant(s) to the proposed building(s), and provide the distances (dimensioned) of the fire hydrant(s) to the furthest portion of the building(s), measured along an approved route around the building. 4.) Fire hydrants: provide fire hydrant (s) within 400 feet of all portions of all buildings per the CFC Chapter 5 and Appendix C. 5.) Water plans: prior to building plan approval and construction, applicant/developer shall furnish two copies of the water system fire hydrant plans to the Yermo Fire Department for review and approval. Plans shall be signed by a registered civil engineer, and shall confirm hydrant type, location, spacing, and minimum fire flow. Once plans are signed and approved by the local water authority, the originals shall be presented to the Yermo Fire Department for review and approval. 6.) Water system: prior to issuance of building permits, the water system for fire protection must be installed by a licensed contractor and approved by the Yermo Fire Department. No combustibles shall be brought on site until the water system has been inspected and approved by the Yermo Fire Department. 7.) Address identification: address numbers shall be placed on all new and existing commercial buildings in such a manner as to be plainly visible and legible from access roadway/street at all times, in accordance with the 2019 CFC. 8.) Fire apparatus access road: approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. a. The fire apparatus access road shall comply with the requirements of the 2019 CFC, section 503 and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs. b. Dimensions: fire apparatus access roads shall have an unobstructed width of not less than 24 feet, exclusive of shoulders, except for approved security gates in accordance with the CFC section 503.6 and riverside county ordinance no. 787, and unobstructed vertical clearance of not less than 13 feet 6 inches. Surface fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus of 80,000 pounds and shall be surfaced so as to provide allweather driving capabilities. Roadways shall have a minimum 48 foot outside turning radius. Dead end access road shall not exceed 150 feet in length. 9.) Above/underground storage tanks: submit plans for above/underground storage tanks under a separate submittal to the Yermo Fire Department and San Bernardino County CUPA. Tank installation, storage, filling, and dispensing shall comply with the California Fire Code. Approved and listed standard underground tanks shall be installed.

25 **F01 Jurisdiction** - Status: Outstanding

10.) No hazardous materials: these plans have not been reviewed for hazardous materials use, storage, or handling. Hazardous materials use, storage, and handling shall be in accordance with the California Fire Code, Yermo Fire Department, and San Bernardino County CUPA requirements. 11.) Key boxes: all new commercial and multi-family residential buildings and any existing buildings where the fire department deems access is restricted shall be required to install a key box or key switch in an approved location. Electric gates for emergency vehicle access shall include an "infrared automatic gate system" that opens the gate automatically. These devices shall be installed on all electric fire access gates. 12.) Building height: The proposed building is to be accessible with a 24' ladder as required by the fire department (maximum height and angles apply) from the exterior at a minimum of two points, or permanent ladders are to be provided. 13.) Fire Hazard Severity Zone: this project is in a very high fire hazard severity zone (VHFHSZ). This is a high fire hazard brush area. This project shall comply with the materials and construction methods for exterior wildfire exposure per the CBC, California WUI Code. 14.) Fire Sprinkler System: if fire sprinklers are required per California Fire Code. Install fire sprinklers systems in accordance with the CFC, NFPA 13, and Yermo Fire Department requirements. Plans must be submitted to the Yermo Fire Department for review and approval prior to installation. 15.) Fire Alarms: submit plans for fire alarms under a separate submittal to the Yermo Fire Department. Fire alarm installations shall comply with the California Fire Code, and NFPA 72. 16.) Access: Fire Department access shall be complete for each phase of construction such that fire department apparatus can access the site and return to public way without dead ends. Construction plans shall indicate surface type and turning details per CFC. 17.) Cross access: easements will need to be dedicated across all properties to ensure emergency and service vehicle access. 18.) Vehicle Impact: vehicle impact protection shall be indicated on your building plans on all susceptible fire prevention appurtenances, Edison equipment, and any other locations that would be vulnerable to vehicle impact. 19.) Street Signs: signs and premises identification shall be provided in accordance with CFC Section 505 These conditions are preliminary; further review will occur upon receipt of building plans. Additional conditions may be necessary at that time.

Land Use Services - Land Development

26 **Tributary Drainage** - Status: Outstanding

Adequate provisions should be made to intercept and conduct the tributary off-site and on-site 100-year drainage flows around and through the site in a manner that will not adversely affect adjacent or downstream properties at the time the site is developed. The project site shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage areas, outlet points and outlet conditions.

Public Works - Solid Waste Management

27 **Demolition Debris** - Status: Outstanding

San Bernardino County owned and operated sanitary landfills and transfer stations are not permitted to accept asbestos contaminated wastes, therefore any debris generated by the demolition of structures are subject to asbestos clearance prior to disposal at any San Bernardino County disposal sites. Applicants are required to have a Certified Asbestos Consultant perform testing of all materials to be disposed. Upon receipt of the Consultant's report, indicating that the debris is not contaminated, Solid Waste Management Operations Section will provide applicant with disposal authorization. For more information on Certified Asbestos Consultants please visit <http://www.dir.ca.gov/databases/doshacru/acruList.asp>, or for information on County requirements please contact Solid Waste Operations at 909-386-8701 or solid.wastemail@dpw.sbcounty.gov.

28 **Franchise Hauler Service Area** - Status: Outstanding

This project falls within a County Franchise Area. If subscribing for the collection and removal of construction and demolition waste from the project site, all developers, contractors, and subcontractors shall be required to receive services through the grantee holding a franchise agreement in the corresponding County Franchise Area (Burrtec Waste and Recycling).

- 29 **Mandatory Commercial Organics Recycling** - Status: Outstanding
California Assembly Bill (AB) 1826 requires businesses that generate two (2) cubic yards or more of solid waste per week to recycle their organic waste (includes green waste and food waste). A business that is a property owner may require a lessee or tenant of that property to source separate their organic waste to aid in compliance. Additionally, all businesses that contract for gardening or landscaping services must stipulate that the contractor recycle the resulting gardening or landscaping waste. Residential multifamily dwellings of five (5) or more units are required to recycle organics; however, they are not required to arrange for recycling services specifically for food waste. Applicant will be required to report to the County or contract waste hauler on efforts to recycle organics materials once operational.
- 30 **Mandatory Commercial Recycling** - Status: Outstanding
California Assembly Bill (AB) 341 requires businesses that generate 4 or more cubic yards of solid waste per week or is a multi-family residential dwelling of 5 units or more to arrange for recycling services. The County is required to monitor commercial recycling and will require businesses to provide recycling information. Applicant will be required to report to the County or contract waste hauler on recycling efforts once operational.
- 31 **Recycling and Organic Waste Collection Container Information** - Status: Outstanding
California Assembly Bill (AB) 827 and Senate Bill (SB) 1383 require businesses that sell products meant for immediate consumption and currently provide trash collection containers for their customers to provide recycling and/or organics collection containers adjacent to trash containers at front-of-house, except in restrooms. Full-service restaurants are exempt from these requirements as long as they provide containers for employees to separate post-consumer recyclables and organic waste purchased on the premise for customers.
- 32 **Recycling Storage Capacity** - Status: Outstanding
The developer shall provide adequate space and storage bins for both refuse and recycling materials. This requirement is to assist the County in compliance with the recycling requirements of California Assembly Bill (AB) 2176.

PRIOR TO LAND DISTURBANCE PER PHASE

Land Use Services - Building and Safety

- 33 **Geotechnical Report** - Status: Outstanding
A geotechnical (soil) report shall be submitted to the Building and Safety Division for review and approval prior to issuance of grading permits or land disturbance.
- 34 **Wall Plans** - Status: Outstanding
Submit plans and obtain separate building permits for any required retaining walls.

Land Use Services - Land Development

- 35 **Drainage Improvements** - Status: Outstanding
A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safe manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. An \$810 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.
- 36 **Erosion Control Installation.** - Status: Outstanding
Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

37 **FEMA Flood Zone** - Status: Outstanding

The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C3975H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

38 **Grading Plans** - Status: Outstanding

Grading and erosion control plans shall be prepared in accordance with the County's guidance documents (which can be found here: <https://lus.sbcounty.gov/land-development-home/grading-and-erosion-control/>) and submitted for review with approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved final drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

39 **Joshua Trees** - Status: Outstanding

This parcel is flagged for Joshua Trees. Project plans, including, but not limited to, the site plan must reflect type, locations, and distances of Joshua Trees to any proposed land disturbance, including grading areas, proposed structures, and/or staging areas. If Eastern Joshua Trees are on the parcel, the site plan shall state that there are Eastern Joshua Trees; this statement shall also be signed by the property owner, engineer, or applicant and shall be shown on the site plan. If Western Joshua Trees are more than 50' from any land disturbance, the site plan shall show such trees, 50' buffer areas, and include the signature from the property owner, engineer, or applicant. If Western Joshua Trees are within 50 feet of any land disturbance, approval from the California Department of Fish and Wildlife (CDFW) is required. Please contact CDFW at WJT@wildlife.ca.gov or the Region 6 office serving San Bernardino County at (909) 484-0167 or AskRegion6@wildlife.ca.gov. Quick reference guide can be found here: https://lus.sbcounty.gov/wp-content/uploads/sites/48/WJT_Quick-Reference-Guide_REV-2-25-2026.pdf

40 **On-site Flows** - Status: Outstanding

On-site flows need to be directed to the nearest County maintained road or drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

41 **State Construction Stormwater General Permit** - Status: Outstanding

Notice of Intent (NOI) and WDID # are required on all land disturbance of one (1) acre or more prior to issuance of a grading/construction permit. For questions regarding the State Construction Stormwater General Permit, please contact: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html

Public Works - Surveyor

42 **Corner Records Required Before Grading** - Status: Outstanding

Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances: a. Monuments set to mark property lines or corners; b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel; c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

43 **Monument Disturbed by Grading** - Status: Outstanding

If any activity on this project will disturb ANY land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying PRIOR to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

PRIOR TO BUILDING PERMIT ISSUANCE PER PHASE

Land Use Services - Planning

44 **Architecture** - Status: Outstanding

Architectural elevations are considered conceptual. Final details with colors and material samples shall be submitted to the Planning Division for approval at each phase prior to building plan check submittal.

45 **Landscape and Irrigation Plan** - Status: Outstanding

Landscape and Irrigation Plans shall be prepared in conformance with Chapter 83.10, Landscaping Standards, of the County Development Code. The developer shall submit a landscape and irrigation plan to County Planning for each phase of the development prior to building plan check submittal .

46 **Issuance/Building Permit Condition** - Status: Outstanding

A Final Development Plan shall be submitted for each phase of development per the requirements established in Section 85.10.070. The Director shall review and act upon all applications for final development plans for a Planned Development Permit; provided, the plans have been determined to be non-controversial and are consistent with the approved preliminary development plans. Each Final Development Plan (FDP) shall substantially conform to the approved Preliminary Development Plan (PDP).

47 **Signs** - Status: Outstanding

All proposed on-site signs shall be shown on a separate plan, including location, scaled and dimensioned elevations of all signs with lettering type, size, and copy. Scaled and dimensioned elevations of buildings that propose signage shall also be shown. The applicant shall submit sign plans to County Planning for all existing and proposed signs on this site. The applicant shall submit for approval any additions or modifications to the previously approved signs. All signs shall comply with SBCC Chapter 83.13, Sign Regulations, SBCC §83.07.040, Glare and Outdoor Lighting Mountain and Desert Regions, and SBCC Chapter 82.19, Open Space Overlay as it relates to Scenic Highways (§82.19.040), in addition to the following minimum standards: a. All signs shall be lit only by steady, stationary shielded light; exposed neon is acceptable. b. All sign lighting shall not exceed 0.5 foot-candle. c. No sign or stationary light source shall interfere with a driver's or pedestrian's view of public right-of-way or in any other manner impair public safety. d. Monument signs shall not exceed four feet above ground elevation and shall be limited to one sign per street frontage.

Land Use Services - Building and Safety

48 **Construction Plans** - Status: Outstanding

Any building, sign, or structure to be added to, altered (including change of occupancy/use), constructed, or located on site, will require professionally prepared plans based on the most current adopted County and California Building Codes, submitted for review and approval by the Building and Safety Division.

49 **Temporary Use Permit** - Status: Outstanding

A Temporary Structures (TS) permit for non-residential structures for use as office, retail, meeting, assembly, wholesale, manufacturing, and/ or storage space will be required. A Temporary Use Permit (PTUP) for the proposed structure by the Planning Division must be approved prior to the TS Permit approval. A TS permit is renewed annually and is only valid for a maximum of five (5) years.

Land Use Services - Land Development

50 **Construction Permits** - Status: Outstanding

Prior to installation of road and drainage improvements, a construction permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

51 **Road Dedication/Improvements** - Status: Outstanding

The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements, designed by a Registered Civil Engineer (RCE) licensed in the State of California: Calico Blvd (Collector – 66 feet): Road Dedication. A 33-foot grant of easement is required to provide a half-width right-of-way of 33 feet where no dedication exists. Phase 1: (See off-site improvement construction plan for phase 1 limits): Calico Road (Major Highway – 104 feet): Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130. Calico Blvd (Collector – 66 feet): Vacate. Portion of Calico Blvd to receive recommendation for approval of vacation from the Highway Planning Technical Committee (HPTC), County Department of Public Works. A processing fee shall be required prior to the vacation and the vacation shall be finalized prior to recordation. Contact Transportation Right-of-Way at (909) 387-8279 to obtain additional information. Phase 2: (See off-site improvement construction plan for phase 2 limits): Calico Blvd (Collector – 66 feet): Street Improvements. Design curb and gutter with match up paving 22 feet from centerline. Sidewalks. Design sidewalks per County Standard 109 Type "C". Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way. Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130. Vacate. Portion of Calico Blvd to receive recommendation for approval of vacation from the Highway Planning Technical Committee (HPTC), County Department of Public Works. A processing fee shall be required prior to the vacation and the vacation shall be finalized prior to recordation. Contact Transportation Right-of-Way at (909) 387-8279 to obtain additional information. Phase 3 & 4: (See off-site improvement construction plan for phase 3 & 4 limits): Calico Blvd (Collector – 66 feet): Street Improvements. Design curb and gutter with match up paving 22 feet from centerline. Sidewalks. Design sidewalks per County Standard 109 Type "C". Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way. Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130. Phase 5: (See off-site improvement construction plan for phase 5 limits): Calico Blvd (Collector – 66 feet): Street Improvements. Design curb and gutter with match up paving 22 feet from centerline. Sidewalks. Design sidewalks per County Standard 109 Type "C". Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way. Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130. Phase 6: (See off-site improvement construction plan for phase 6 limits): Calico Blvd (Collector – 66 feet): Street Improvements. Design curb and gutter with match up paving 22 feet from centerline. Sidewalks. Design sidewalks per County Standard 109 Type "C". Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way. Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130.

52 **Road Standards and Design** - Status: Outstanding

All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Desert Road Standards of San Bernardino County and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

- 53 **Slope Easements** - Status: Outstanding
Slope rights shall be dedicated where necessary.
- 54 **Slope Tests** - Status: Outstanding
Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of the County Department of Public Works.
- 55 **Soils Testing** - Status: Outstanding
Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.
- 56 **Street Gradients** - Status: Outstanding
Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.
- 57 **Transitional Improvements** - Status: Outstanding
Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing sections shall be required as necessary.
- 58 **Utilities** - Status: Outstanding
Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction, and any such utility shall be relocated as necessary without cost to the County.

Public Works - Solid Waste Management

- 59 **Construction Waste Management Plan (CWMP) Part 1** - Status: Outstanding
The developer shall prepare, submit, and obtain approval from SWMD of a CDWMP Part 1 for each phase of the project. The CWMP shall list the types and weights of solid waste materials expected to be generated from construction. The CWMP shall include options to divert waste materials from landfill disposal, materials for reuse or recycling by a minimum of 65% of total weight or volume. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at <https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/>. An approved CDWMP Part 1 is required before a permit can be issued. There is a one-time fee of \$150.00 for residential projects/\$530.00 for commercial/non-residential projects

Public Works - Surveyor

- 60 **Corner Records Required Before Building** - Status: Outstanding
Pursuant to Sections 8762(b) and/or 8773 of the Business and Professions Code, a Record of Survey or Corner Record shall be filed under any of the following circumstances: a. Monuments set to mark property lines or corners; b. Performance of a field survey to establish property boundary lines for the purposes of construction staking, establishing setback lines, writing legal descriptions, or for boundary establishment/mapping of the subject parcel; c. Any other applicable circumstances pursuant to the Business and Professions Code that would necessitate filing of a Record of Survey.

61 **Monument Disturbed by Building** - Status: Outstanding

If any activity on this project will disturb any land survey monumentation, including but not limited to vertical control points (benchmarks), said monumentation shall be located and referenced by or under the direction of a licensed land surveyor or registered civil engineer authorized to practice land surveying prior to commencement of any activity with the potential to disturb said monumentation, and a corner record or record of survey of the references shall be filed with the County Surveyor pursuant to Section 8771(b) Business and Professions Code.

Public Works - Traffic

62 **Requirement Prior to Issuance** - Status: Outstanding

Ad Hoc Fee: The intersection of Calico Road and I-15 SB Ramp is under the authority of Caltrans. Caltrans has identified the appropriate traffic mitigation through review of a traffic study (nexus) for the project, prior to building permits, is an ad hoc fee to equitably offset future improvements. The ad hoc fee has been determined at this intersection at the cost of \$20,000 to install all way stop signs.

PRIOR TO OCCUPANCY PER PHASE

Land Use Services - Planning

63 **Fees Paid** - Status: Outstanding

Prior to final inspection by Building and Safety Division and/or issuance of a Certificate of Conditional Use by the Planning Division, the applicant shall pay in full all fees required under actual cost job number PROJ-2022-00216.

64 **Installation of Improvements** - Status: Outstanding

All required on-site improvements shall be installed per approved plans.

65 **Landscaping/Irrigation** - Status: Outstanding

All landscaping, dust control measures, all fences, etc. as delineated on an approved Landscape Plan shall be installed. The developer shall submit the Landscape Certificate of Completion verification as required in SBCC Section 83.10.100. Supplemental verification should include photographs of the site and installed landscaping.

66 **Screen Rooftop** - Status: Outstanding

All roof top mechanical equipment is to be screened from ground vistas.

67 **Shield Lights** - Status: Outstanding

Any lights used to illuminate the site shall include appropriate fixture lamp types as listed in SBCC Table 83-7 and be hooded and designed so as to reflect away from adjoining properties and public thoroughfares and in compliance with SBCC Chapter 83.07, "Glare and Outdoor Lighting" (i.e. "Dark Sky Ordinance).

68 **Condition Compliance** - Status: Outstanding

Prior to occupancy/use, all conditions shall be completed to the satisfaction of County Planning with appropriate authorizing approvals from each reviewing agency.

County Fire - Hazardous Materials

69 **Permit Required** - Status: Outstanding

Prior to occupancy, a business or facility that handles hazardous materials in quantities at or exceeding 55 gallons, 500 pounds, or 200 cubic feet (compressed gas) at any one time or generates any amount of hazardous waste shall obtain hazardous material permits from this department. Prior to occupancy, the business operator shall apply for permits (Hazardous Material Handler Permit, Hazardous Waste Generator Permit, Aboveground Petroleum Storage Tank Permit, Underground Storage Tank Permit, or other applicable permits) by submitting a complete hazardous materials business plan using the California Environmental Reporting System (CERS) at <http://cers.calepa.ca.gov/> or apply for exemption from permitting requirements. Contact the Office of the Fire Marshal, Hazardous Materials Section at (909) 386-8401 or visit <https://sbcfire.org/hazmatcupa/> for more information.

Land Use Services - Building and Safety

70 **Condition Compliance Release Form Sign-off** - Status: Outstanding

Prior to occupancy all Department/Division requirements and sign-offs shall be completed.

Land Use Services - Land Development

71 **Drainage Improvements** - Status: Outstanding

All required drainage improvements shall be completed by the applicant. The private Registered Civil Engineer (RCE) shall inspect improvements outside the County right-of-way and certify that these improvements have been completed according to the approved plans. Certification letter shall be submitted to Land Development.

72 **LDD Requirements** - Status: Outstanding

All LDD requirements shall be completed by the applicant prior to occupancy.

73 **Phased Projects** - Status: Outstanding

Projects within any phase of a phased project shall have all required on-site and off-site public road and drainage improvements required for such a phase sufficiently completed by the applicant and inspected/approved for construction of that phase prior to final inspection or occupancy for any buildings or other structures in that phase. The term "phase" as used here shall mean the following: "The block of building permits drawn on less than the whole project" or "A plan of building construction which indicates blocks of construction of less than the whole project." In each phase, the installation of any on-site or off-site public road improvements shall be sufficiently completed so as to assure protection from storm or drainage runoff, a safe and drivable access for fire and other emergency/safety vehicles, and the ordinary and intended use of the buildings or structures. The Building Official, with the concurrence of the Land Development Division, may approve any plan or approve a change to an approved plan, which complies with the intent of this policy.

74 **Private Roads/Improvements** - Status: Outstanding

Prior to occupancy, all required on-site and off-site improvements shall be completed by the applicant. Construction of private roads and private road related drainage improvements shall be inspected and certified by the engineer. Certification shall be submitted to Land Development by the engineer identifying all supporting engineering criteria.

75 **Road Improvements** - Status: Outstanding

All required on-site and off-site improvements shall be completed by the applicant and inspected/approved by the County Department of Public Works.

76 **Structural Section Testing** - Status: Outstanding

A thorough evaluation of the structural road section, to also include parkway improvements, from a qualified materials engineer shall be submitted to the County Department of Public Works.

77 **Vacation** - Status: Outstanding

Vacation process shall be completed by recordation of a Tract Map / Parcel Map / Board Resolution or other instrument as accepted by the Land Development Division. Proof of recordation and completion of the vacation process shall be provided to the Land Development Division prior to occupancy.

Public Works - Solid Waste Management

78 **Construction Waste Management Plan (CDWMP) Part 2** - Status: Outstanding

The developer shall complete SWMD's CDWMP Part 2 for construction and demolition. The CDWMP Part 2 shall provide evidence to the satisfaction of SWMD that demonstrates that the project has diverted from landfill disposal, material for reuse or recycling by a minimum of 65% of total weight or volume of all construction waste. The developer MUST provide ALL receipts and/or backup documentation for actual disposal/diversion of project waste. More information can be found on the San Bernardino County Solid Waste Management Division (SWMD) website at <https://dpw.sbcounty.gov/solid-waste-management/construction-waste-management/>.

PRIOR TO RECORDATION PER PHASE

Land Use Services - Planning

79 **Mitigation Measures** - Status: Outstanding

Please see Mitigation Monitoring and Reporting Program for mitigation measures to be completed prior to recordation.

80 **Subdivision - Composite Development Plan (CDP)** - Status: Outstanding

A Composite development plan ("CDP"), complying with the County Development Code, shall be submitted for review and approval by the County Surveyor and filed with Land Use Services prior to recordation of the Parcel Map.

81 **Subdivision - Funds** - Status: Outstanding

Sufficient funds shall remain in PROJ-2022-00216 to verify compliance with the conditions of approval for the Parcel Map.

Land Use Services - Land Development

82 **Drainage Improvements** - Status: Outstanding

A Registered Civil Engineer (RCE) shall investigate and design adequate drainage improvements to intercept and conduct the off-site and on-site 100-year drainage flows around and through the site in a safe manner that will not adversely affect adjacent or downstream properties. Submit drainage study for review and obtain approval. An \$810 deposit for drainage study review will be collected upon submittal to the Land Development Division. Deposit amounts are subject to change in accordance with the latest approved fee schedule.

83 **Erosion Control Installation.** - Status: Outstanding

Erosion control devices must be installed and maintained at all perimeter openings and slopes throughout the construction of the project. No sediment is to leave the job site.

84 **FEMA Flood Zone.** - Status: Outstanding

The project is located within Flood Zone X-Unshaded according to FEMA Panel Number 06071C3975H dated 08/28/2008. No elevation requirements. The requirements may change based on the recommendations of a drainage study accepted by the Land Development Division and the most current Flood Map prior to issuance of grading permit.

85 **Grading Plans** - Status: Outstanding

Grading and erosion control plans shall be prepared in accordance with the County's guidance documents (which can be found here: <https://lus.sbcounty.gov/land-development-home/grading-and-erosion-control/>) and submitted for review with approval obtained prior to construction. All drainage and WQMP improvements shall be shown on the grading plans according to the approved final drainage study and WQMP reports. Fees for grading plans will be collected upon submittal to the Land Development Division and are determined based on the amounts of cubic yards of cut and fill. Fee amounts are subject to change in accordance with the latest approved fee schedule.

86 **Joshua Trees.** - Status: Outstanding

This parcel is flagged for Joshua Trees. Project plans, including, but not limited to, the site plan must reflect type, locations, and distances of Joshua Trees to any proposed land disturbance, including grading areas, proposed structures, and/or staging areas. If Eastern Joshua Trees are on the parcel, the site plan shall state that there are Eastern Joshua Trees; this statement shall also be signed by the property owner, engineer, or applicant and shall be shown on the site plan. If Western Joshua Trees are more than 50' from any land disturbance, the site plan shall show such trees, 50' buffer areas, and include the signature from the property owner, engineer, or applicant. If Western Joshua Trees are within 50 feet of any land disturbance, approval from the California Department of Fish and Wildlife (CDFW) is required. Please contact CDFW at WJT@wildlife.ca.gov or the Region 6 office serving San Bernardino County at (909) 484-0167 or AskRegion6@wildlife.ca.gov. Quick reference guide can be found here: https://lus.sbcounty.gov/wp-content/uploads/sites/48/WJT_Quick-Reference-Guide_REV-2-25-2026.pdf

87 **On-site Flows** - Status: Outstanding

On-site flows need to be directed to the nearest County maintained road or drainage facilities unless a drainage acceptance letter is secured from the adjacent property owners and provided to Land Development.

88 **State Construction Stormwater General Permit:** - Status: Outstanding

Notice of Intent (NOI) and WDID # are required on all land disturbance of one (1) acre or more prior to issuance of a grading/construction permit. For questions regarding the State Construction Stormwater General Permit, please contact: https://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.html

89 **Construction Permits** - Status: Outstanding

Prior to installation of road and drainage improvements, a construction permit is required from the County Department of Public Works, Permits/Operations Support Division, Transportation Permits Section (909) 387-1863 as well as other agencies prior to work within their jurisdiction. Submittal shall include a materials report and pavement section design in support of the section shown on the plans. Applicant shall conduct classification counts and compute a Traffic Index (TI) Value in support of the pavement section design.

90 **Improvement Securities** - Status: Outstanding

Any required public road, drainage, WQMP, and/or utility improvements for subdivisions shall be bonded in accordance with County Development Code unless constructed and approved prior to recordation. All necessary fees shall be provided in accordance with the latest fee schedule.

91 **Maintenance Bond** - Status: Outstanding

Once all required public road, drainage, WQMP, and/or utility improvements have been completed and accepted, then a maintenance bond for a period of one year shall be required to insure satisfactory condition of all improvements. Submit necessary fees, per the latest fee schedule, for new securities.

92 Road Dedication/Improvements - Status: Outstanding

The developer shall submit for review and obtain approval from the Land Use Services Department the following dedications and plans for the listed required improvements designed by a Registered Civil Engineer (RCE) licensed in the State of California: Calico Blvd (Collector – 66 feet): •Road Dedication. A 33-foot grant of easement is required to provide a half-width right-of-way of 33 feet where no dedication exists. •Street Improvements. Design curb and gutter with match up paving 22 feet from centerline. •Sidewalks. Design sidewalks per County Standard 109 Type "C". •Curb Returns and Sidewalk Ramps. Curb returns and sidewalk ramps shall be designed per County Standard 110 and Caltrans standard A88A. Adequate easement shall be provided to ensure sidewalk improvements are within public right-of-way. •Driveway Approach. Design driveway approach per County Standard 129B and located per County Standard 130. •Vacate. Portion of Calico Road to receive recommendation for approval of vacation from the Highway Planning Technical Committee (HPTC), County Department of Public Works. A processing fee shall be required prior to the vacation and the vacation shall be finalized prior to recordation. Contact Transportation Right-of-Way at (909) 387-8279 to obtain additional information.

93 Road Standards and Design - Status: Outstanding

All required street improvements shall comply with latest San Bernardino County Road Planning and Design Standards and the San Bernardino County Standard Plans. Road sections shall be designed to Desert Road Standards of San Bernardino County and to the policies and requirements of the County Department of Public Works and in accordance with the General Plan, Circulation Element.

94 Slope Easements and Tests. - Status: Outstanding

Slope rights shall be dedicated where necessary. Slope stability tests are required for road cuts or road fills per recommendations of the Geotechnical Engineer to the satisfaction of the County Department of Public Works.

95 Soils Testing - Status: Outstanding

Any grading within the road right-of-way prior to the signing of the improvement plans shall be accomplished under the direction of a soils testing engineer. Compaction tests of embankment construction, trench back fill, and all sub-grades shall be performed at no cost to the County and a written report shall be submitted to the Permits/Operations Support Division, Transportation Permits Section of the County Department of Public Works prior to any placement of base materials and/or paving.

96 Street Gradients - Status: Outstanding

Road profile grades shall not be less than 0.5% unless the engineer at the time of submittal of the improvement plans provides justification to the satisfaction of the County Department of Public Works confirming the adequacy of the grade.

97 Street Type Entrance - Status: Outstanding

Street type entrance(s) with curb returns shall be constructed at the entrance(s) to the development.

98 Transitional Improvements - Status: Outstanding

Right-of-way and improvements (including off-site) to transition traffic and drainage flows from proposed to existing sections shall be required as necessary.

99 Utilities. - Status: Outstanding

Final plans and profiles shall indicate the location of any existing utility facility or utility pole which would affect construction. Any such utility shall be relocated as necessary without cost to the County.

Public Works - Surveyor**10 Easements** - Status: Outstanding

0 Easements within the remainder portion of the map are to be dedicated by separate document.

10 **Easements of Record** - Status: Outstanding

1 Easements of record not shown on the tentative map shall be relinquished or relocated. Lots affected by proposed easements or easement of record, which cannot be relinquished or relocated, shall be redesigned.

10 **Final Map Review** - Status: Outstanding

2 Review of the Parcel Map by our office is based on actual cost, and requires an initial \$3,000.00 deposit. Prior to recordation of the map all fees due to our office for the project shall be paid in full.

10 **Final Map Signatures** - Status: Outstanding

3 Final Parcel map notarized signatures by the Owner (and Beneficiaries if applicable), County Auditor, Land Surveyor or Engineer of Record.

10 **Non-Interference Letter** - Status: Outstanding

4 Subdivider shall present evidence to the County Surveyor's Office that he has tried to obtain a non-interference letter from any utility company that may have rights of easement within the property boundaries.

10 **Parcel Map Required** - Status: Outstanding

5 A Parcel Map is required in compliance with the Subdivision Map Act and the San Bernardino County Development Code.

10 **Title Report** - Status: Outstanding

6 A current Title Report prepared for subdivision purposes is required at the time the map is submitted to our office for review.

PRIOR TO FINAL INSPECTION PER PHASE

Public Works - Traffic

10 **Requirement Prior to Final Inspection** - Status: Outstanding

7 Directional Sign Maintenance. All required directional signage for traffic entering and exiting the site shall be installed.

10 **Requirement Prior to Final Inspection** - Status: Outstanding

8 The applicant shall construct, at 100% cost to the applicant all roadway improvements as shown on their approved street improvement plans.

If you would like additional information regarding any of the conditions in this document, please contact the department responsible for applying the condition and be prepared to provide the Record number above for reference. Department contact information has been provided below.

Department/Agency	Office/Division	Phone Number
Land Use Services Dept.	San Bernardino Govt. Center	(909) 387-8311
(All Divisions)	High Desert Govt. Center	(760) 995-8140
Web Site	https://lus.sbcounty.gov/	
County Fire	San Bernardino Govt. Center	(909) 387-8400

(Community Safety)	High Desert Govt. Center	(760) 995-8190
Web Site	https://www.sbfire.org/	
County Fire	Hazardous Materials	(909) 386-8401
	Flood Control	(909) 387-7995
Dept. of Public Works	Solid Waste Management	(909) 386-8701
	Surveyor	(909) 387-8149
	Traffic	(909) 387-8186
Web Site	https://dpw.sbcounty.gov/	
Dept. of Public Health	Environmental Health Services	(800) 442-2283
Web Site	https://ehs.sbcounty.gov	
Local Agency Formation Commission (LAFCO)		(909) 388-0480
Web Site	http://www.sbclafco.org/	
	Water and Sanitation	(760) 955-9885
	Administration,	
	Park and Recreation,	
Special Districts	Roads, Streetlights,	(909) 386-8800
	Television Districts, and Other	
<i>External Agencies (Caltrans, U.S. Army, etc.)</i>		<i>See condition text for contact information...</i>

EXHIBIT D

FINDINGS: GENERAL PLAN AMENDMENT & ZONE CHANGE

Policy Plan (General Plan) Amendment to amend the Land Use Category designation from Rural Living to Commercial and a Zoning Amendment to amend the Land Use Zoning District from Rural Living to Highway Commercial on a 12.46-acre site (collectively referred to as the Project or Proposed Amendment).

The following findings are made pursuant to Development Code Section 86.12.060 and supporting facts for the Project:

1. THE PROPOSED AMENDMENT IS INTERNALLY CONSISTENT WITH ALL OTHER PROVISIONS OF THE RESPECTIVE PLAN, THE POLICY PLAN OR AN APPLICABLE SPECIFIC PLAN.

The Proposed Amendment is internally consistent with the overarching goals of the County Policy Plan. Specifically, the Project advances Goal LU-2 by introducing a balanced mix of commercial uses on a site that is uniquely positioned for regional service. The proposed Highway Commercial (CH) zoning district is the appropriate and intended implementing zoning for the Commercial (C) land use category, ensuring that the physical development of the site remains consistent with the high-level policy goals of the San Bernardino County Policy Plan. By locating the Project immediately adjacent to the existing Eddie's World development, the amendment reinforces an established land use trend along the Interstate 15 (I-15) corridor rather than creating "leap-frog" development. Furthermore, the Project directly implements Policies LU-2.7 and LU-2.10 by providing critical infrastructure—specifically 307 electric vehicle (EV) charging stations—that supports state and regional clean energy goals while creating local employment. The transition from rural to commercial use is managed through Policy LU-2.1, as the site design incorporates significant buffering, including a 6-foot masonry wall and strategic setbacks, ensuring that the commercial expansion remains compatible with the residential uses to the south. The proposed development associated with the Project also advances Renewable Energy and Conservation Element Policy RE-1.1, which encourages the development of alternative energy infrastructure, and RE-3.2, which supports the expansion of electric vehicle charging infrastructure. Lastly, the Project aligns with Economic Development Policy ED-1.3, which encourages commercial uses that serve both local and regional markets, thereby strengthening the County's economic base and providing essential services along a major transit corridor.

2. THE PROPOSED AMENDMENT WOULD NOT BE DETRIMENTAL TO THE PUBLIC INTEREST, HEALTH, SAFETY, CONVENIENCE, OR WELFARE OF THE COUNTY.

Approval of the Proposed Amendment will not result in any detriment to public health, safety, or general welfare. This finding is supported by the Project's Initial Study/Mitigated Negative Declaration (IS/MND), which thoroughly analyzed potential

impacts including noise, traffic, and cultural resources. All identified impacts have been mitigated to a less-than-significant level. From a safety perspective, the development associated with the Project improves the existing public right-of-way by installing a four-way stop at the intersection of Telstar Court and Calico Road and realigning the existing Eddie's World driveway to eliminate conflicting traffic movements. The development is designed to accommodate full emergency vehicle access with 28-to-30-foot drive aisles, ensuring that the increase in intensity does not compromise the response capabilities of local fire or medical services.

3. THE PROPOSED AMENDMENT IS IN THE PUBLIC INTEREST, THERE WILL BE A COMMUNITY BENEFIT, AND OTHER EXISTING AND ALLOWED USES WILL NOT BE COMPROMISED.

The Proposed Amendment serves the public interest by transforming 12.46 acres of vacant land into a modern, integrated commercial hub that addresses both local needs and the demands of regional travelers. The community benefit is multi-faceted: it provides a massive expansion of EV charging infrastructure (307 stalls) to support the transition to zero-emission vehicles, generates new tax revenue and jobs for the Yermo area, and provides a "walkable outdoor lifestyle" retail destination. The Project has been oriented to ensure that existing residential uses to the south are not compromised; the use of shielded lighting, a solid block wall, and restricted construction hours ensures that the commercial operations can coexist with the rural character of the neighboring properties. The Project aligns with Economic Development Policy ED-1.3, which encourages commercial uses that serve both local and regional markets, thereby strengthening the County's economic base and providing essential services along a major transit corridor.

4. THE PROPOSED AMENDMENT WILL PROVIDE A REASONABLE AND LOGICAL EXTENSION OF THE EXISTING LAND USE PATTERN IN THE SURROUNDING AREAS.

The Proposed Amendment represents a logical extension of the established development pattern in the Yermo community. The site is bounded to the west by an existing, high-intensity commercial center (Eddie's World) and to the north by the I-15 freeway. Amending the land use designation of this 12.46-acre site effectively "fills in" a gap between the interstate and the residential boundary, creating a continuous and orderly commercial corridor. This extension is reasonable given the site's high visibility and direct access to regional infrastructure, making it far more suitable for highway-oriented commercial use than for low-density rural residential development.

5. THE PROPOSED AMENDMENT DOES NOT CONFLICT WITH PROVISIONS OF THE DEVELOPMENT CODE.

The Proposed Amendment is entirely consistent with the Development Code requirements for the Desert Region. The 12.46-acre project area more than doubles the 5-acre minimum required for the CH zone. While the project utilizes a Planned Development Permit (PDP) to request flexibility in specific standards—such as reduced setbacks and modified landscaping percentages—the Development Code explicitly allows for these adjustments when they result in a superior, unified site design. The underlying uses, including retail, drive-thru restaurants, and EV charging, are all permitted or conditionally permitted within the CH zone, ensuring that the zoning amendment maintains the integrity of the County’s land use regulations.

6. THE PROPOSED AMENDMENT WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON SURROUNDING PROPERTY.

The Project has been designed with a "perimeter-inward" approach to protect surrounding properties from adverse effects. Potential nuisances such as light spillover, operational noise, and visual blight are mitigated through the installation of a 6-foot Concrete Masonry Unit (CMU) wall along the southern boundary, paired with a landscape buffer. Furthermore, the IS/MND identified specific mitigation measures (CUL-1 through CUL-3 and TCR-1 through TCR-2) to protect cultural and tribal resources, ensuring that the development respects the heritage of the land. Traffic improvements, specifically the new four-way stop at Telstar Court, will actually enhance safety for local residents by regulating vehicle speeds and flow at the Project’s primary access points.

7. THE AFFECTED SITE IS PHYSICALLY SUITABLE IN TERMS OF DESIGN, LOCATION, SHAPE, SIZE, OPERATING CHARACTERISTICS, AND THE PROVISION OF PUBLIC AND EMERGENCY VEHICLE (E.G. FIRE AND MEDICAL) ACCESS AND PUBLIC SERVICES AND UTILITIES (E.G. FIRE PROTECTION, POLICE PROTECTION, POTABLE WATER, SCHOOLS, SOLID WASTE COLLECTION AND DISPOSAL, STORM DRAINAGE, WASTEWATER COLLECTION, TREATMENT, AND DISPOSAL, ETC.), TO ENSURE THAT THE PROPOSED OR ANTICIPATED USES AND/OR DEVELOPMENT WILL NOT ENDANGER, JEOPARDIZE, OR OTHERWISE CONSTITUTE A HAZARD TO THE PROPERTY OR IMPROVEMENTS IN THE VICINITY IN WHICH THE PROPERTY IS LOCATED.

The subject property is physically ideal for the proposed commercial expansion. Its flat topography and rectangular shape allow for an efficient layout of 14 parcels, nine commercial buildings, and 524 parking spaces without environmental degradation. The site’s location at the confluence of Calico Road, Calico Boulevard, and the I-15 provides the regional accessibility necessary for a high-volume EV charging and retail center. Public services are readily available; water will be provided by Liberty Utilities, and the site is capable of supporting an on-site septic system that meets all health and safety codes. By providing interior roads that exceed minimum width standards

and incorporating comprehensive drainage improvements in the first phase, the site is engineered to function safely and independently through all six phases of build-out.

FINDINGS: PLANNED DEVELOPMENT PERMIT

A Planned Development Permit (PDP) to construct and operate an integrated commercial shopping center in six phases consisting of electric vehicle (EV) charging stations, nine standalone retail and commercial structures of up to 40,670 total square feet, and associated infrastructure and improvements across 14 parcels with alterations to minimum and maximum lot, setbacks, landscaping, and circulation standards (Project) on a 12.46-acre site (Project Site) in accordance with the approved site plan.

The following findings are made pursuant to Development Code Section 85.10.050 and supporting facts for the Project:

8. THE PROPOSED DEVELOPMENT IS CONSISTENT WITH THE GENERAL PLAN AND ANY APPLICABLE PLAN.

The Project is consistent with the County Policy Plan (General Plan). Specifically, the Project advances Goal LU-2 by introducing a balanced mix of commercial uses on a site that is uniquely positioned for regional service. By locating the Project immediately adjacent to the existing Eddie's World development, the amendment reinforces an established land use trend along the I-15 corridor rather than creating "leap-frog" development. Furthermore, the Project directly implements Policies LU-2.7 and LU-2.10 by providing critical infrastructure—specifically 307 EV charging stations—that supports state and regional clean energy goals while creating local employment. The transition from rural to commercial use is managed through Policy LU-2.1, as the site design incorporates significant buffering, including a 6-foot masonry wall and strategic setbacks, ensuring that the commercial expansion remains compatible with the residential uses to the south. The Project also advances Renewable Energy and Conservation Element Policy RE-1.1, which encourages the development of alternative energy infrastructure, and RE-3.2, which supports the expansion of electric vehicle charging infrastructure. Lastly, the Project aligns with Economic Development Policy ED-1.3, which encourages commercial uses that serve both local and regional markets, thereby strengthening the County's economic base and providing essential services along a major transit corridor

9. THE PHYSICAL CHARACTERISTICS OF THE SITE HAVE BEEN ADEQUATELY ASSESSED AND THE SITE FOR THE PROPOSED DEVELOPMENT IS ADEQUATE IN TERMS OF SHAPE AND SIZE TO ACCOMMODATE THE USE AND

ALL LANDSCAPING, LOADING AREAS, OPEN SPACES, PARKING AREAS, SETBACKS, WALLS AND FENCES, YARDS, AND OTHER REQUIRED FEATURES.

The 12.46-acre site is flat, vacant land capable of supporting the proposed commercial center. The PDP allows for flexible development standards—including modified setbacks and a 15% landscape area—that ensure the site can accommodate 40,670 square feet of retail space and 524 parking spaces while maintaining internal functionality.

10. THE SITE FOR THE PROPOSED DEVELOPMENT HAS ADEQUATE ACCESS, IN THAT THE SITE DESIGN AND DEVELOPMENT PLAN CONDITIONS CONSIDER THE LIMITATIONS OF EXISTING STREETS AND HIGHWAYS AND PROVIDES IMPROVEMENTS TO ACCOMMODATE THE ANTICIPATED REQUIREMENTS OF THE PROPOSED DEVELOPMENT.

Access is provided via five driveways along Calico Boulevard and a connection to the existing Eddie's World development. To accommodate increased traffic, the Project is conditioned to install a new four-way stop at the intersection of Telstar Court and Calico Road and relocate the existing Eddie's World driveway for better alignment.

11. ADEQUATE PUBLIC SERVICES AND FACILITIES EXIST, OR WILL BE PROVIDED, IN COMPLIANCE WITH THE CONDITIONS OF DEVELOPMENT PLAN APPROVAL, TO SERVE THE PROPOSED DEVELOPMENT AND THE APPROVAL OF THE PROPOSED DEVELOPMENT WILL NOT RESULT IN A REDUCTION OF PUBLIC SERVICES TO PROPERTIES IN THE VICINITY TO BE A DETRIMENT TO PUBLIC HEALTH, SAFETY, AND GENERAL WELFARE.

The Project will be served by Liberty Utilities for water and an on-site septic system for sewer. Each phase of the development is required to construct necessary on-site and adjacent off-site infrastructure, ensuring that the development is properly served without degrading services to the surrounding community.

12. THE PROPOSED DEVELOPMENT, AS CONDITIONED, WILL NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON SURROUNDING PROPERTY OR THEIR ALLOWED USE, AND WILL BE COMPATIBLE WITH THE EXISTING AND PLANNED LAND USE CHARACTER OF THE SURROUNDING AREA.

The Project design includes a six-foot masonry wall, landscape buffers, and shielded lighting to protect residential uses to the south. The transition from Rural Living to Highway Commercial is a logical extension of the existing commercial development to the west and matches the emerging development pattern along the I-15 corridor.

13. THE IMPROVEMENTS REQUIRED BY THE PROPOSED CONDITIONS OF DEVELOPMENT PLAN APPROVAL, AND THE MANNER OF DEVELOPMENT ADEQUATELY ADDRESS ALL NATURAL AND MAN-MADE HAZARDS ASSOCIATED WITH THE PROPOSED DEVELOPMENT AND THE PROJECT SITE INCLUDING FIRE, FLOOD, SEISMIC, AND SLOPE HAZARDS.

The site design provides 28-to-30-foot drive aisles, exceeding the 26-foot minimum required for emergency vehicle access. Phase 1 includes significant drainage improvements and detention basins to manage runoff. All improvements will be reviewed by County departments to ensure compliance with safety and engineering standards.

14. THE PROPOSED DEVELOPMENT CARRIES OUT THE INTENT OF THE PLANNED DEVELOPMENT PERMIT PROVISIONS BY PROVIDING A MORE EFFICIENT USE OF THE LAND AND AN EXCELLENCE OF DESIGN GREATER THAN THAT WHICH WOULD BE ACHIEVED THROUGH THE APPLICATION OF CONVENTIONAL DEVELOPMENT STANDARDS.

The PDP provides the flexibility needed for a large-scale, multi-tenant, phased development. By allowing modifications to lot sizes and setbacks, the Project achieves a unified, walkable outdoor lifestyle center and a major regional EV charging hub that would be difficult to coordinate under standard, rigid zoning requirements.

FINDINGS: TENTATIVE PARCEL MAP

Tentative Parcel Map to subdivide a 12.46-acre parcel into 14 parcels in six phases (Project).

The following findings are made pursuant to Development Code Section 87.02.060 and supporting facts for the Project:

15. THE PROPOSED MAP, SUBDIVISION DESIGN, AND IMPROVEMENTS ARE CONSISTENT WITH THE GENERAL PLAN, ANY APPLICABLE COMMUNITY PLAN, AND ANY APPLICABLE SPECIFIC PLAN.

The subdivision into 14 parcels facilitates the commercial use envisioned by the proposed Policy Plan Amendment, Zoning Amendment, and Planned Development Permit. It aligns with Land Use Policy LU-6.1, which supports coordinated site planning and parcel configuration for efficient circulation.

16. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE AND PROPOSED DENSITY OF DEVELOPMENT.

The 12.46-acre site is flat and exceeds the minimum five-acre requirement for the Highway Commercial (CH) district. The phased Tentative Parcel Map (TPM) ensures that each parcel is appropriately sized for its intended standalone retail or commercial structure with the approval of the Planned Development Permit.

17. THE DESIGN OF THE SUBDIVISION AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared, concluding that impacts—including those to biological resources—can be mitigated to a less-than-significant level. The site consists of sparse open desert with creosote scrub and is being developed in a manner consistent with environmental regulations.

18. THE DESIGN OF THE SUBDIVISION OR TYPE OF IMPROVEMENTS IS NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.

Safety is addressed through the installation of a four-way stop at Telstar Court/Calico Road and the implementation of noise and dust controls during construction. The Project does not introduce commercial truck (16-wheeler) charging, further limiting potential safety hazards for the surrounding residential area.

19. THE DESIGN OF THE SUBDIVISION OR THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS ACQUIRED BY THE PUBLIC AT LARGE FOR ACCESS THROUGH OR USE OF, PROPERTY WITHIN THE PROPOSED SUBDIVISION. THIS FINDING MAY ALSO BE MADE IF THE REVIEW AUTHORITY FINDS THAT ALTERNATE EASEMENTS FOR ACCESS OR USE WILL BE PROVIDED, AND THAT THEY WILL BE SUBSTANTIALLY EQUIVALENT TO ONES PREVIOUSLY ACQUIRED BY THE PUBLIC. THIS FINDING SHALL APPLY ONLY TO EASEMENTS OF RECORD, OR TO EASEMENTS ESTABLISHED BY JUDGMENT OF A COURT OF COMPETENT JURISDICTION, AND NO AUTHORITY IS HEREBY GRANTED TO THE REVIEW AUTHORITY TO DETERMINE THAT THE PUBLIC AT LARGE HAS ACQUIRED EASEMENTS OF ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.

The Project utilizes reciprocal access easements and shared parking arrangements to ensure the site operates cohesively as a single shopping center. The subdivision design does not create landlocked parcels or impede public circulation.

20. THE DISCHARGE OF SEWAGE FROM THE PROPOSED SUBDIVISION INTO THE COMMUNITY SEWER SYSTEM WILL NOT RESULT IN VIOLATION OF EXISTING

REQUIREMENTS PRESCRIBED BY THE CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD.

The Project will utilize an on-site septic system. Compliance with Regional Water Quality Control Board requirements will be ensured through the County's standard review and permitting process for such systems.

21. THE DESIGN OF THE SUBDIVISION PROVIDES, TO THE EXTENT FEASIBLE, PASSIVE OR NATURAL HEATING AND COOLING OPPORTUNITIES.

The site plan incorporates landscape buffers and modern commercial building standards. The integration of 307 EV charging stalls directly supports the state's broader goals for clean energy and climate resilience.

22. THE PROPOSED SUBDIVISION, ITS DESIGN, DENSITY, AND TYPE OF DEVELOPMENT AND IMPROVEMENTS CONFORMS TO THE REGULATIONS OF THIS DEVELOPMENT CODE AND THE REGULATIONS OF ANY PUBLIC AGENCY HAVING JURISDICTION BY LAW.

The TPM is consistent with the Subdivision Map Act and County Development Code. While the Project requests modifications to certain development standards via the Planned Development Permit, the Development Code specifically allows for reduced lot areas when a subdivision application is filed concurrently with a Planned Development Permit.

FINDINGS: CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The environmental findings, in accordance with Section 85.03.040 of the Development Code, are as follows:

23. THE PROJECT WILL NOT HAVE A SIGNIFICANT ADVERSE IMPACT ON THE ENVIRONMENT, SUBJECT TO IMPLEMENTATION OF THE PROPOSED CONDITIONS OF APPROVAL AND MITIGATION MEASURES.

Pursuant to the requirements of the California Environmental Quality Act (CEQA) and the San Bernardino County Environmental Review guidelines, an Initial Study/Mitigated Negative Declaration (MND) was prepared for the Project. The County finds that there is no substantial evidence in light of the whole record that the Project may have a significant effect on the environment with implementation of feasible mitigation measures identified in the MND. The MND represents the independent judgment and analysis of the County acting as the lead agency for the Project.

EXHIBIT E

**Mitigation Monitoring and Reporting Program
Initial Study/Mitigated Negative Declaration
YEWT PROJ-2022-00216**

Prepared by:



County of San Bernardino, Land Use Services Department

385 N. Arrowhead Avenue, 1st Floor
San Bernardino, California 92415-0182
Contact: Anthony DeLuca / Senior Planner

MAY 2026

1 Introduction

The California Environmental Quality Act (CEQA) requires that a public agency adopting a Mitigated Negative Declaration (MND) take affirmative steps to determine that approved mitigation measures are implemented after project approval. The lead or responsible agency must adopt a reporting and monitoring program for the mitigation measures incorporated into a project or included as conditions of approval. The program must be designed to ensure compliance with the MND during project implementation (California Public Resources Code, Section 21081.6(a)(1)).

This Mitigation Monitoring and Reporting Program (MMRP) will be used by the County of San Bernardino (County) to ensure compliance with adopted mitigation measures identified in the MND for the proposed YEW project PROJ-2022-00216. The County, as the lead agency, will be responsible for ensuring that all mitigation measures are carried out. Implementation of the mitigation measures would reduce impacts to below a level of significance for biological resources, cultural resources, geology and soils, transportation, and tribal cultural resources.

The remainder of this MMRP consists of a table that identifies the mitigation measures by resource for each project component. Table 1 identifies the mitigation monitoring and reporting requirements, list of mitigation measures, the party responsible for implementing mitigation measures, timing for implementation of mitigation measures, agency responsible for monitoring of implementation, and date of completion. With the MND and related documents, this MMRP will be kept on file at the following location:

County of San Bernardino
385 N. Arrowhead Avenue, First Floor
San Bernardino, California 92415

2 Mitigation Monitoring and Reporting Program Table

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Timing	Responsible for Implementation	Responsible for Monitoring	Date of Completion /Notes
CUL-1: In the event that cultural resources are discovered during project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. Additionally, the Yuhaaviatam of San Manuel Nation Cultural Resources Department (YSMN) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of the nature of the find, so as to provide Tribal input with regards to significance and treatment.	Prior to and during ground disturbance	Applicant / Contractor / Archaeologist	County	
CUL-2: If significant pre-contact cultural resources, as defined by CEQA (as amended, 2025), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.	During construction	Applicant / Contractor	County	
CUL-3: If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.	During construction	Applicant / Contractor	County	
NOISE-1: Expand the existing 6-foot CMU black wall to span the length of the southern property line.	Ongoing	Applicant	County	
NOISE-2: Incorporate a vegetation buffer between the existing sensitive uses and the parking lot.	Ongoing	Applicant	County	

NOISE-3: Limit construction activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday, with no construction on Sundays or federal holidays, in accordance with San Bernardino County Development Code.	During construction	Applicant / Contractor	County	
NOISE-4: Require all construction equipment to be properly maintained and equipped with manufacturer-specified mufflers and noise-control devices.	During construction	Applicant / Contractor	County	
NOISE-5: Install temporary noise barriers, such as sound-rated fencing, modular panels, or earthen berms, between construction areas and sensitive receptors where feasible. Locate stationary construction equipment and staging areas as far as feasible from nearby sensitive receptors and orient equipment to minimize noise exposure	During construction	Applicant / Contractor	County	
NOISE-6: Minimize idling of all construction equipment, and schedule high-noise activities (e.g., pile driving, jackhammering) to avoid simultaneous operation and, where feasible, limit them to mid-day hours.	During construction	Applicant / Contractor	County	
NOISE-7: Distribute community notifications prior to construction, informing surrounding residents and businesses of the construction schedule, duration, and contact information for a project liaison to address noise complaints.	Ongoing/ During construction	Applicant / Contractor	County	
NOISE-8: Incorporate acoustical treatments in building design, such as sound-rated windows and insulation, to comply with San Bernardino County stationary-source noise standards.	Ongoing	Applicant	County	
NOISE-9: If construction activities may generate perceptible vibration, implement low-vibration techniques and monitor vibration levels to ensure compliance with local standards.	During Construction	Applicant / Contractor	County	
TRANS-1: During Phase 1 an all-way stop sign shall be installed at the intersection of Calico Road and Telstar Court to enhance traffic safety. Additionally, the southern Eddie World driveway will be shifted south to create a four-way stop.	Ongoing	Applicant	County	
TCR-1: The Yuhaaviatam of San Manuel Nation Cultural Resources Management Department (YSMN) shall be contacted, as detailed in CUL-1, of any pre-contact cultural resources discovered during project implementation, and be provided information regarding the nature of the find, so as to provide Tribal input with regards to significance and treatment. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a Cultural Resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with YSMN, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a	During construction	Applicant / Contractor	County	

<p>monitor to be present that represents YSMN for the remainder of the project, should YSMN elect to place a monitor on-site.</p>				
<p>TCR-2: Any and all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) shall be supplied to the applicant and Lead Agency for dissemination to YSMN. The Lead Agency and/or applicant shall, in good faith, consult with YSMN throughout the life of the project.</p>	<p>Ongoing</p>	<p>Applicant</p>	<p>County</p>	

EXHIBIT F

**County of San Bernardino
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
ENVIRONMENTAL CHECKLIST FORM**

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

PROJECT LABEL:

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

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

Rep Elevated Entitlements, LLC

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

PROJECT CONTACT INFORMATION:

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

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

PROJECT DESCRIPTION:

Summary

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

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

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

Site Access and Utilities:

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

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

Zone Change and General Plan Amendment:

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

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

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

Planned Development:

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

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

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

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

Subdivision:

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

Phasing (Figure 5):

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

Phase 1: Initial Site Development

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

Phase 2: Initial Commercial Development

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

Phase 3: Central Site Development

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

Phase 4: Central Site Development

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

Phase 5: Final Commercial Development

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

Phase 6: Final Parking Installation

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

General Phasing Guidelines

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

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

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

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

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

Site Improvements Requests:

The applicant is proposing two design standard modifications:

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

Additional improvements include:

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

Operations and Maintenance:

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

EV Charging Station Operations:

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

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

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

Surrounding Land Use and Zoning:

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

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

Table 1 Existing Land Use and Land Use Zoning Districts

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

Project Site Location, Existing Site Land Uses and Conditions

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

Figure 1 Project Site – Land Use Designation

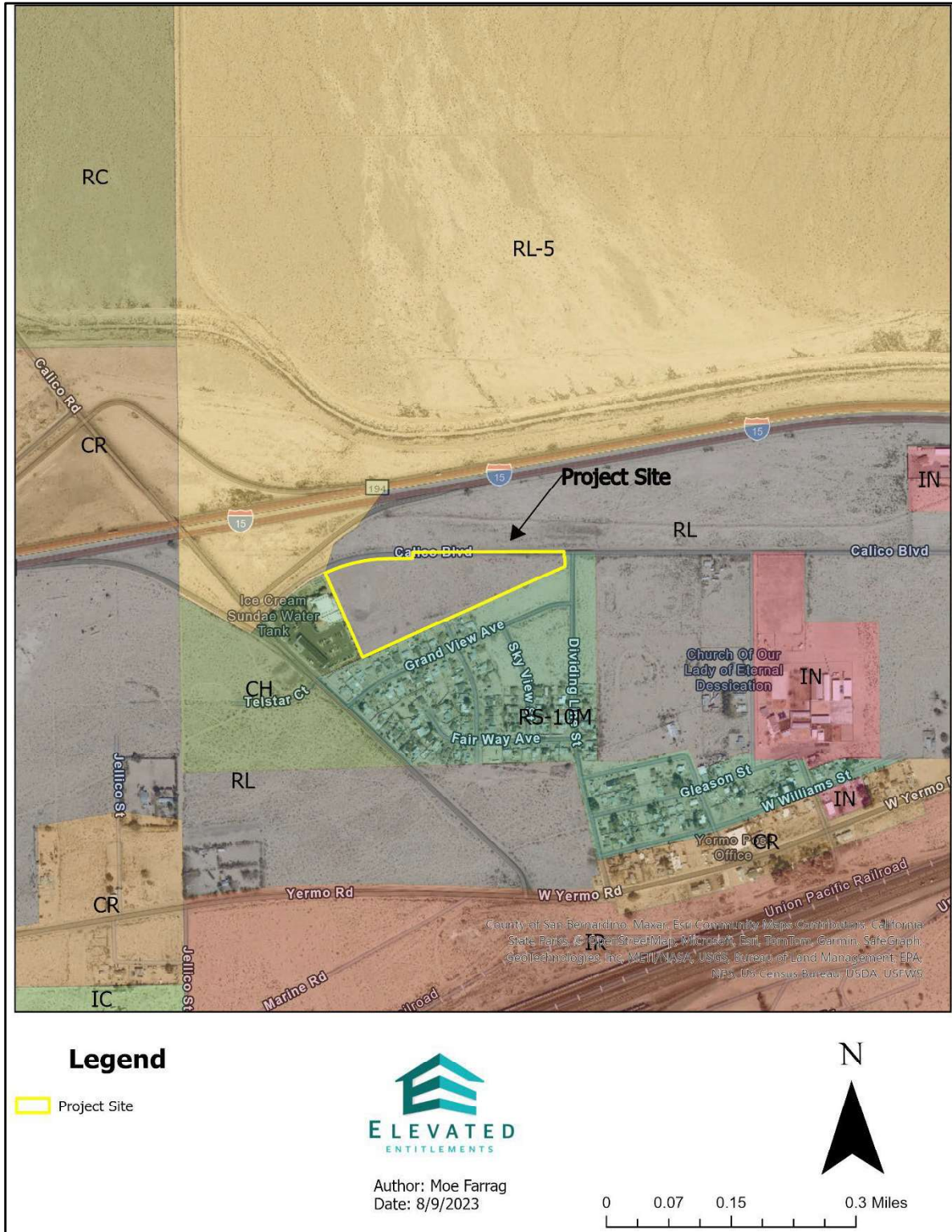


Figure 2 Project Site - Regional Location



Site Photographs

Figure 3 Vicinity Map of Photographs

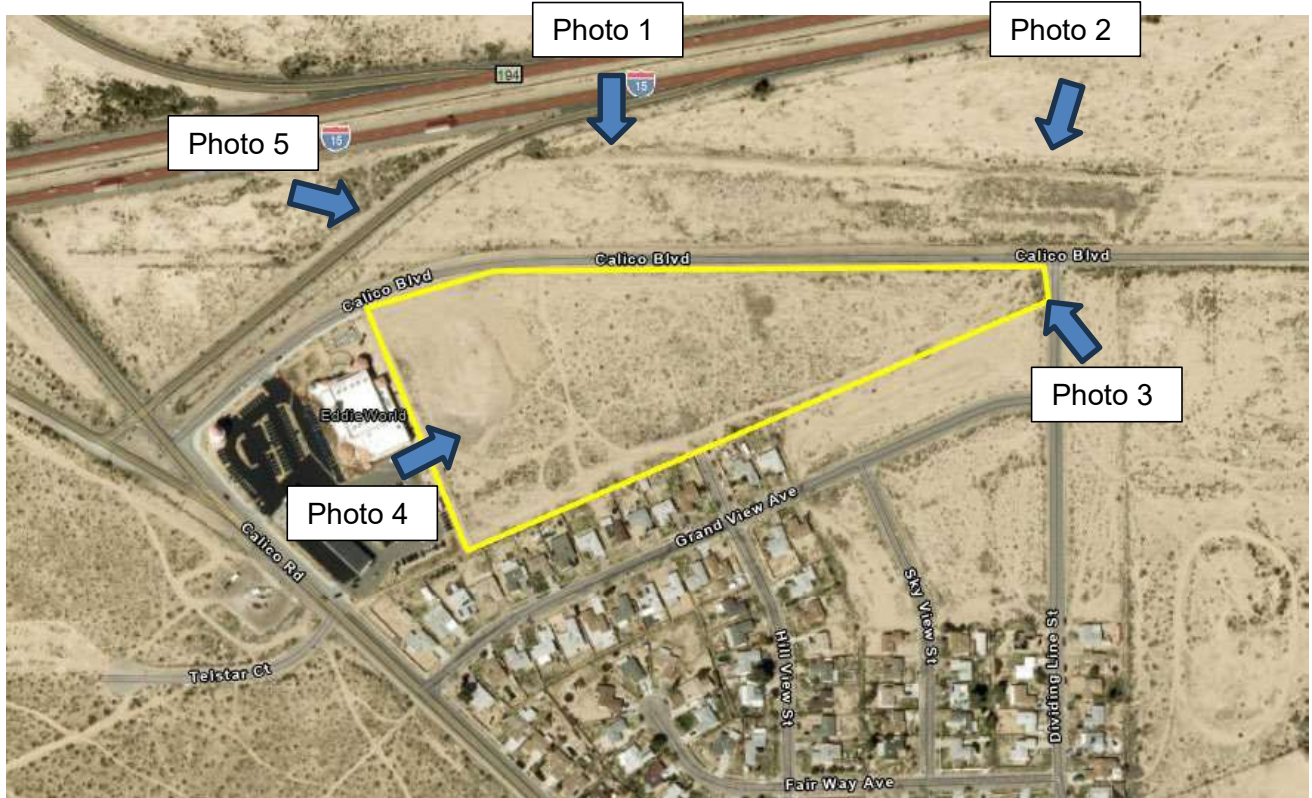


Figure 4: Photographs #1-5 of Project Site

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



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



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



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



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



Figure 4 Site Plan Overlay

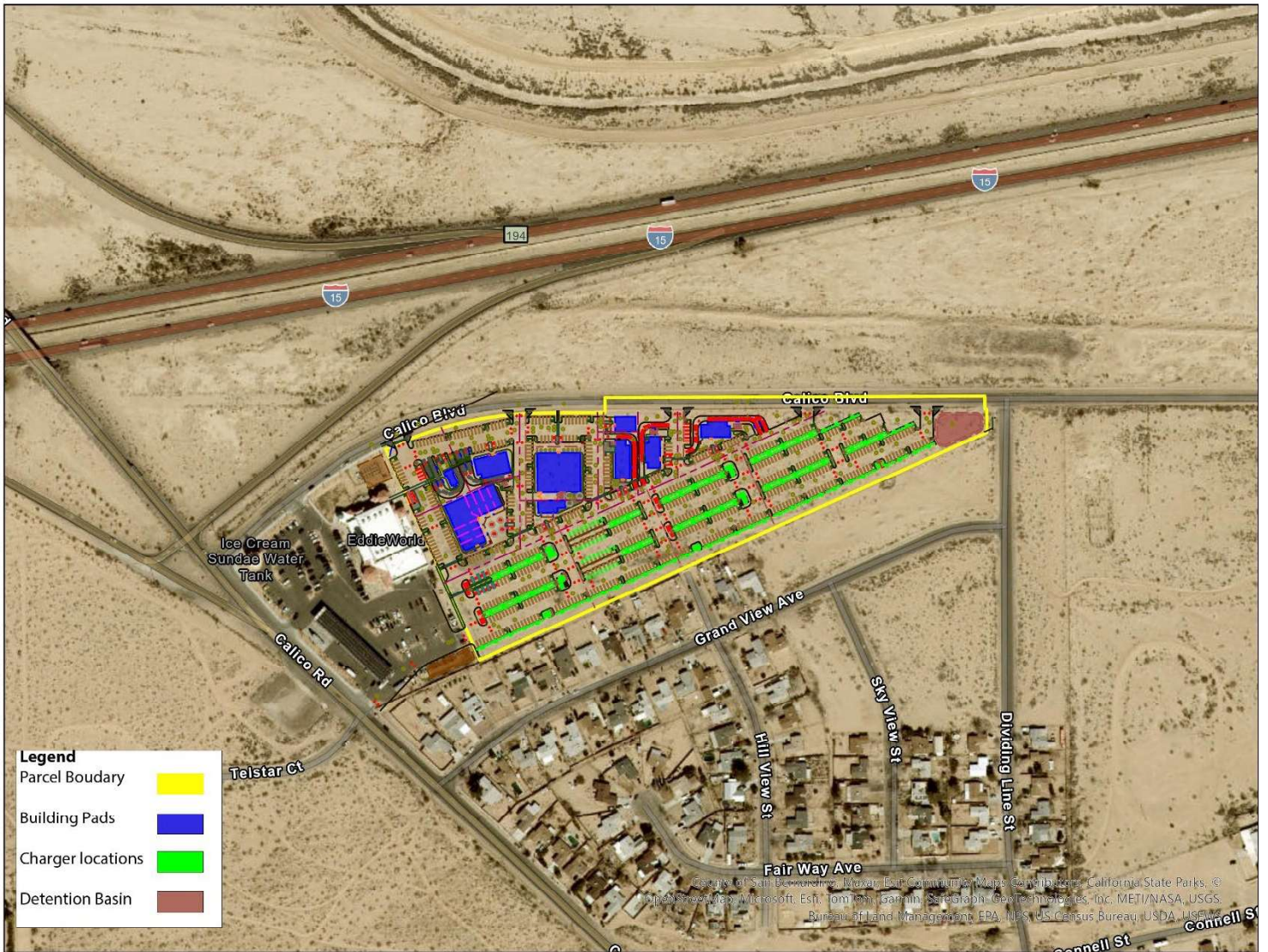
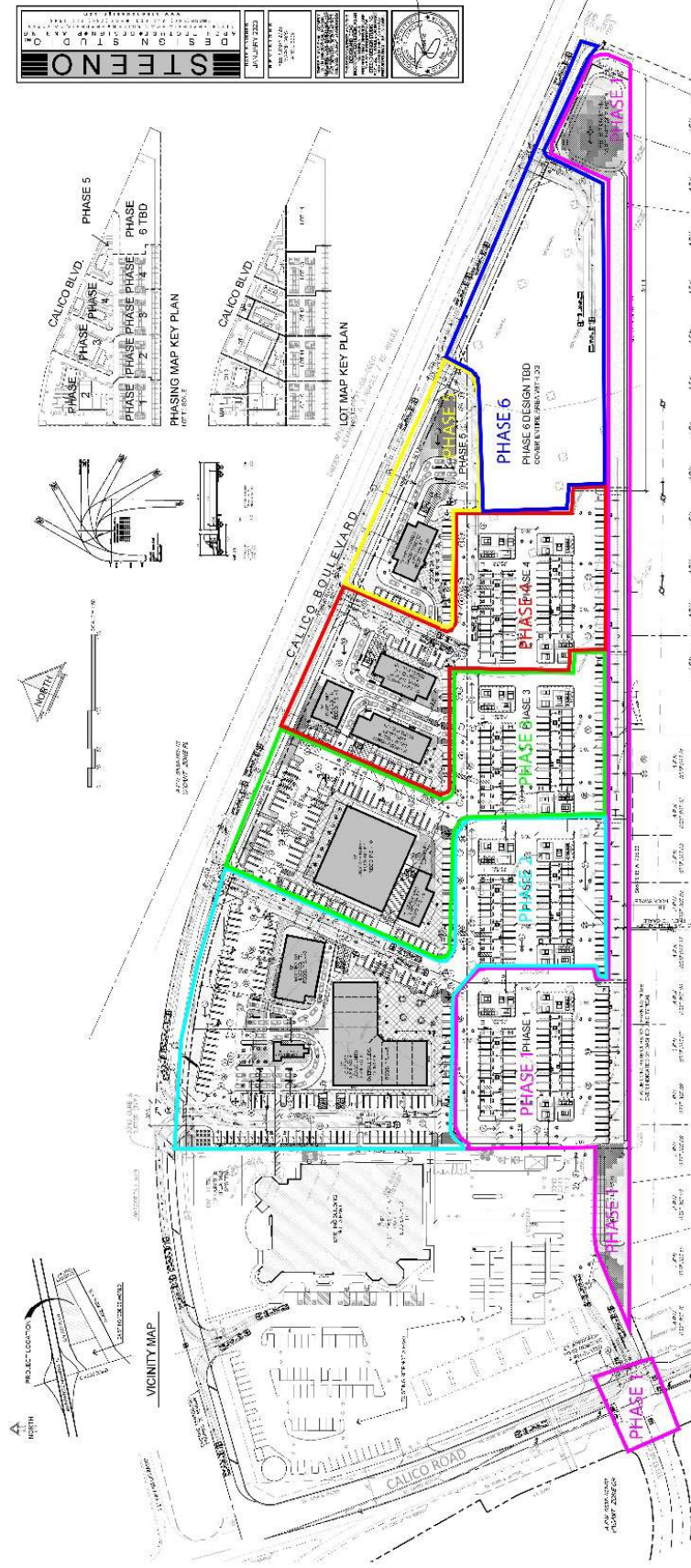


Figure 5 Proposed Phasing Plan

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ADDITIONAL APPROVAL REQUIRED BY OTHER PUBLIC AGENCIES

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

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

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

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

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

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

EVALUATION FORMAT

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
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Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact:** No impacts are identified or anticipated, and no mitigation measures are required.
2. **Less than Significant Impact:** No significant adverse impacts are identified or anticipated, and no mitigation measures are required.
3. **Less than Significant Impact with Mitigation:** Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: (List of mitigation measures)
4. **Potentially Significant Impact:** Significant adverse impacts have been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts, which are (List of the impacts requiring analysis within the EIR).

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

 Signature:(Aron Liang, Supervising Planner)

 Date

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

SUBSTANTIATION: (Check if project is located within the view-shed of any Scenic Route listed in the General Plan): **San Bernardino Countywide Plan, 2020; Submitted Project Materials**

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

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

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

- c) **Less than Significant Impact.** CEQA defines “Urbanized area” as a central city or a group of contiguous cities with a population of 50,000 or more, together with adjacent densely populated areas having a population density of at least 1,000 persons per square mile.” Cal. Code Regs. tit. 14 § 15387. The proposed project would not fall within the criteria of an urbanized area as the community has a population of less than 50,000 and there are not 1,000 persons per square mile. The proposed project is similar in character to the existing commercial uses in the immediate vicinity of the site. Additionally, the project site abuts an existing single-family community to the south. As both the neighboring parcels are already developed the development of the proposed project would not cause substantial impacts to the quality of public views. As such, the proposed project would have a less than significant impact on the existing visual character and quality of the site and its surroundings.
- d) **Less than Significant Impact.** The proposed project would include light sources from commercial buildings, parking lot lighting and landscape lighting. The parking lot lighting will be shielded to protect the single-family homes from light pollution. Additionally, all proposed development must comply with San Bernardino County Code (SBCC) Chapter 83.13 Sign Regulations and SBCC§ 83.07.030 “Glare and Outdoor Lighting – Desert Region”, which includes light trespass onto abutting residential properties, shielding, direction, and type. Adherence would result in a less than significant impact.

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

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

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

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

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

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

SUBSTANTIATION: *(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable): Air Quality Study for 36017 Calico Road, Yermo, CA., Elevated Entitlements, December 13, 2023; California Emissions Estimator Model (CalEEMod; Version 2022.1.1.21); Mojave Desert Air Quality Management District 2017 (MDAQMD); San Bernardino County General Plan, 2007; Submitted Project Materials*

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

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

Table 1:

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

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

Table 2

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

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

Notes:

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

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

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

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

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

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

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

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

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

SUBSTANTIATION:

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

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

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

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

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

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

b) **Less than Significant Impact.** This project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or United States Fish and Wildlife Service. No wildlife species were observed during the site visit. To confirm that no biological or riparian resources have occurred, the Regulatory Measure below shall be implemented. Anticipated project activities include grading the area, paving, trenching and work associated with commercial development.

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

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

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

- f) **No Impact.** This project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because no such plan has been adopted in the area of the project site. Therefore, no impacts would occur.

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

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

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

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

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

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

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

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

Mitigation Measures:

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

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

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

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

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

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

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

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS - Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map Issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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

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

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

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

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

Project Construction Emissions	708.22
MDAQMD Threshold ¹	100,000
Exceeds Threshold	No
¹ Source: https://www.mdaqmd.ca.gov/home/showpublisheddocument/8510/638126583450270000 ³	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i. result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

As such the project would not:

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

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

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

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

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

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

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

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

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

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

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

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

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XIII. NOISE - Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground borne vibration or ground borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION: (Check if the project is located in the Noise Hazard Overlay District or is subject to severe noise levels according to the General Plan Noise Element): **San Bernardino Countywide Plan 2007; Submitted Project Materials**

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

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

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

Regulatory Measures

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

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

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

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

Mitigation Measures

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

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

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

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

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

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

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

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

contact information for a project liaison to address noise complaints.

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

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

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

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

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

SUBSTANTIATION: San Bernardino County General Plan, 2007; San Bernardino Countywide Plan (2022); Submitted Project Materials.

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

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

<i>Issues</i>	<i>Potentially Significant Impact</i>	<i>Less than Significant with Mitigation Incorporated</i>	<i>Less than Significant</i>	<i>No Impact</i>
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XV. PUBLIC SERVICES

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

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

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

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

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

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

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

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

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

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

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XVI. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

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

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

Mitigation Measures

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

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

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

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

- a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
- i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - 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: Phase I Archaeological Assessment for the EV Charging Provider’s Expansion Project, BFS A Environmental Services, January, 2024; Research Design for Phase II Evaluation Excavations within a Portion of CA-SBR-6023H for the EV Charging Provider’s Project, Duke CRM, May, 2024; Phase II Evaluation within a portion of CA-SBR-0623H, Duke CRM; Cultural Historical Resources Information System (CHRIS), South Central Coast Information Center, California State University, Fullerton; San Bernardino County General Plan, 2007; Submitted Project Materials

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

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

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

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

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

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

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

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

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

Mitigation Measures

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

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

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

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

SUBSTANTIATION: County of San Bernardino General Plan 2007; Submitted project Materials

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

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

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

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

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

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

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

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

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

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

Issues	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- a) **Less than Significant Impact.** The project would not conflict with local policies or ordinances related to biological resources. The project is not within an adopted Habitat Conservation Plan area. The project would not have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, less than significant impacts would occur.

This project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or United States Fish and Wildlife Service. No wildlife species was observed during the site visit. A pre-construction survey for special-status reptiles prior to ground disturbing activities is recommended. Anticipated project activities include grading the area, paving, trenching and work associated with commercial development. The pre-construction survey must be conducted within fourteen days prior but no greater than thirty days prior to ground disturbing activities. If project activities cease for more than a thirty-day period, then another pre-construction survey must be conducted for the clearance of special-status reptiles. Therefore, there would be less than a significant level of impact.

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

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

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

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

GENERAL REFERENCES

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

County of San Bernardino 2007 Development Code

County of San Bernardino Geologic Hazards Overlays Map

County of San Bernardino Hazard Overlay Map

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5. “EnviroStor.” Dtsc.ca.Gov, dtsc.ca.gov/your-envirostor/. Accessed 19 June 2024.
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7. Noise Analysis for 36017 Calico Road, Yermo, CA Project, Elevated Entitlements, August 9, 2023
8. Phase I Archaeological Assessment, Yermo, CA Project, BFS Environmental Services, January 29, 2024
9. Phase II Cultural Report, Yermo, CA Project, Duke CRM, September, 2024
10. Preliminary Hydrology and Hydraulic Report, Yermo, CA Project, Sake Engineers, Inc., April 2024
11. Traffic Impact Analysis, San Bernardino County, CA Project, David Evans and Associates Inc. April 12, 2024