

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

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

PROJECT LABEL:

APNs:	0349-169-09	<i>USGS Quad:</i>	Devore 7.5
Applicant:	Veer Partners	<i>T, R, Section:</i>	T2N, R5W, Section 27
Location	3800 Devore Road, Devore CA (see Figure 1)	MapQuest	www.mapquest.com/us/california/devore-ca-283468106
Project No:	PROJ-2021-00091	<i>Community</i>	Community of Devore
Rep	CJC Design, Inc.	<i>LUC:</i>	Commercial (C)
		<i>Zone:</i>	General Commercial (CG)
Proposal:	Approval of a Conditional Use Permit to allow for the development of a gas station/convenience store and restaurants on 1.4 acres.	<i>Overlays:</i>	Fire Safety Overlay

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: Aron Liang, Planning Manager
Phone No: (909) 387-0235 *Fax* (909) 387-3223
No:
E-mail: aron.liang@lus.sbcounty.gov

**DEVORE GAS STATION AND FAST-FOOD PROJECT
INITIAL STUDY**

SECTION 1.0 INTRODUCTION

1.1 SUMMARY

- Project Title:** Devore Gas Station and Fast-Food Project
- Lead Agency Name and Address:** San Bernardino County Land Use Services
Department
385 N. Arrowhead Avenue, 1st Floor
San Bernardino, California 92415
- Contact Person and Phone Number:** Aron Liang, Planning Manager (909) 387-0235
- Project Location:** Northeast corner of Cajon Boulevard and Devore
Road (see Figure 1)
- Project Sponsor's Name and Address:** CJC Design, Inc.
322485 La Palma Avenue, Suite 202
Yorba Linda, California 92887
- Land Use (General Plan) Designation:** Glen Helen Specific Plan-Commercial/Traveler
Services (C/TS)
- Zoning Designation:** Special Development

1.2 Statutory Authority and Requirements

In accordance with Government Code Section (§) 70391 and California Environmental Quality Act (CEQA, Public Resources Code Section 21000-21177) and pursuant to § 15063 of Title 14 of the California Code of Regulations, the County of San Bernardino (County) typically acts as the CEQA Lead Agency for discretionary projects within the unincorporated area of the County. The County considers a project's potential environmental impacts in its evaluation of the proposal project. If the County finds that there is no evidence that the project (either as proposed or modified to include mitigation measures) may cause a significant effect on the environment, then the County will find that the proposed project will not have a significant effect on the environment and will adopt a Negative Declaration for the project. Alternatively, if the County finds evidence that any aspect of the proposed project may cause a significant environmental effect (after addition of mitigation measures); the County will determine that an Environmental Impact Report (EIR) is necessary to analyze project-related and cumulative environmental impacts. The determination to prepare a Mitigated Negative Declaration rather than an EIR can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080).

1.3 Purpose

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. The purposes of this Initial Study are to:

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1. Facilitate environmental assessment early in the design of the project.
2. Provide the County with information to use as the basis for deciding whether to prepare an EIR or Mitigated Negative Declaration.
3. Eliminate unnecessary EIRs.
4. Enable the County to modify the proposed project to mitigate significant environmental impacts in order to reduce impacts and avoid preparation of an EIR.
5. Provide factual documentation for a Mitigated Negative Declaration finding that the proposed project will not have a significant environmental effect.

§ 15063 of the CEQA Guidelines identifies the following specific disclosure requirements for inclusion in an Initial Study:

1. A description of the proposed project, including the location of the project.
2. An identification of the environmental setting.
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on the checklist or other form are briefly explained to indicate that there is substantial evidence to support the entries.
4. A discussion of ways to mitigate any significant effects identified in the Initial Study.
5. An examination of whether the proposed project is compatible with existing zoning, plans, and other applicable land-use controls.
6. The name of the person or persons who prepared or participated in the preparation of the Initial Study.

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SECTION 2.0 PROJECT DESCRIPTION

2.1 LOCATION AND EXISTING USES

As shown in Figure 1, the project site is located in the unincorporated community of Devore in San Bernardino County, 3800 Devore Road, San Bernardino County, California 92407 on the northeast corner of Cajon Boulevard and Devore Road.

The project site is surrounded by commercial development and undeveloped vacant land. The areas adjacent to the project site include the following uses:

- North: Interstate 215 (I-215) and residences;
- South: Vacant land;
- East: Commercial development; and
- West: Undeveloped vacant land and commercial development.

The project site is located in the Glen Helen Specific Plan and just to the north of the City of San Bernardino City Limits. The Glen Helen Specific Plan designates the property Specific Plan Commercial/Travelers Services (SP-C/TS) and the Countywide Plan, which is the County's General Plan, designates the property Special Development (SD). The Countywide Plan stipulates the SD District is intended for areas within a Specific Plan and Mixed-Use areas in rural locations. The purpose of the SD designation is as follows:

- Allow for a combination of residential, commercial, and/or manufacturing activities that maximizes the utilization of natural and human-generated resources.
- Identify areas suitable for larger-scale, master planned developments.
- Promote cluster-type development to provide and preserve open space.
- Allow for a mix of residential, commercial, and public/quasi-public uses in rural areas.
- Facilitate joint planning efforts among adjacent land owners and jurisdictions.

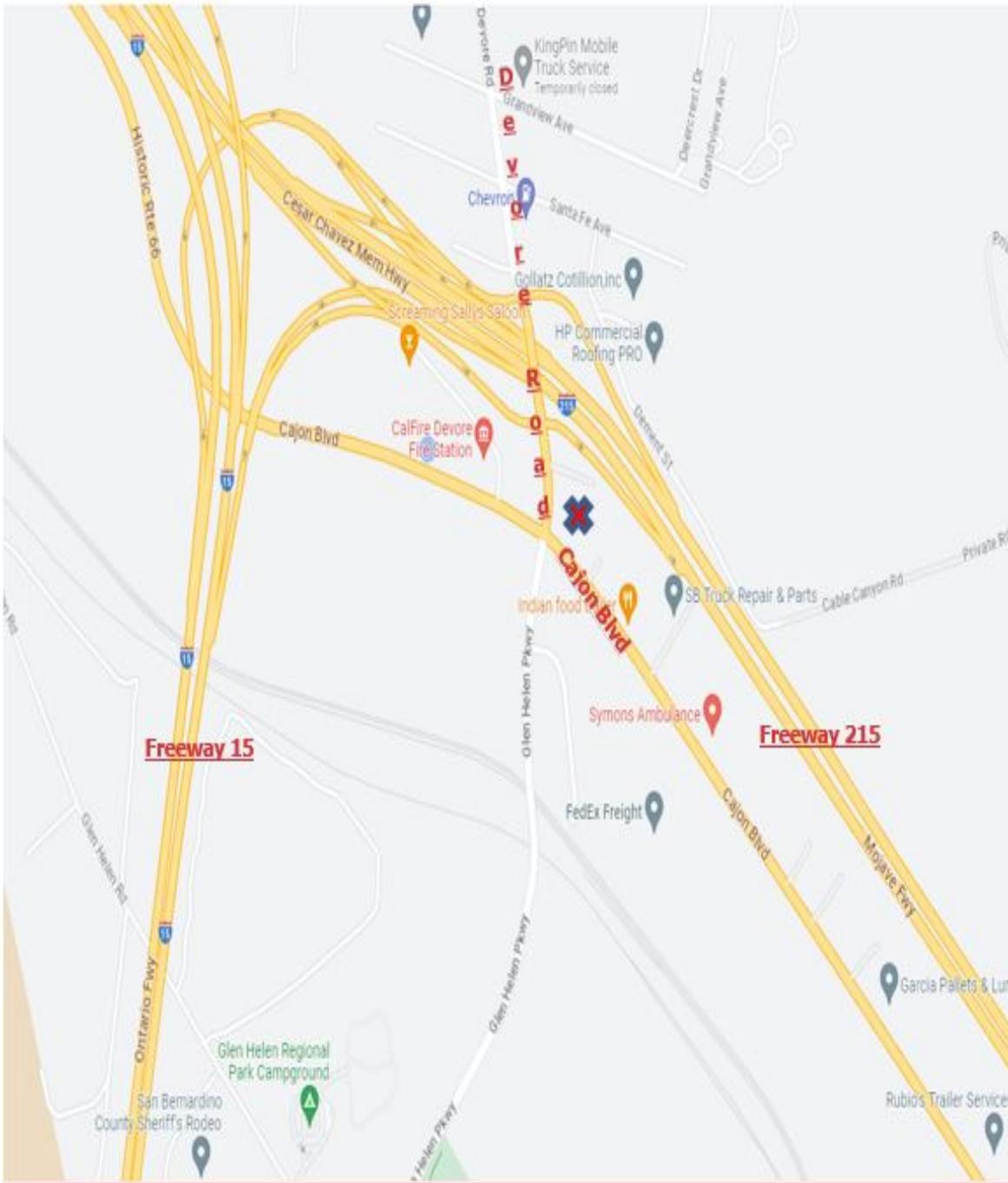
The Project site is relatively flat.

2.2 PROJECT DESCRIPTION

The project would construct a gasoline service station with 16 fueling stations, associated 3,800-square foot convenience store, along with a 2,000-square foot fast-food restaurant. Note that the project site plan originally contemplated a 1,500 square foot car wash area. However, potable water supplies in the area are limited and the Water Supply Assessment could not guarantee sufficient water supply with the car wash. Therefore, the 1,500 square foot area in the site plan originally designated for a car wash will be used for storage. The total lot area is 1.4 acres (60,700 square feet). The project would also include 37 parking spaces, including four handicap-accessible stalls. Figure 2 depicts the project's proposed site plan.

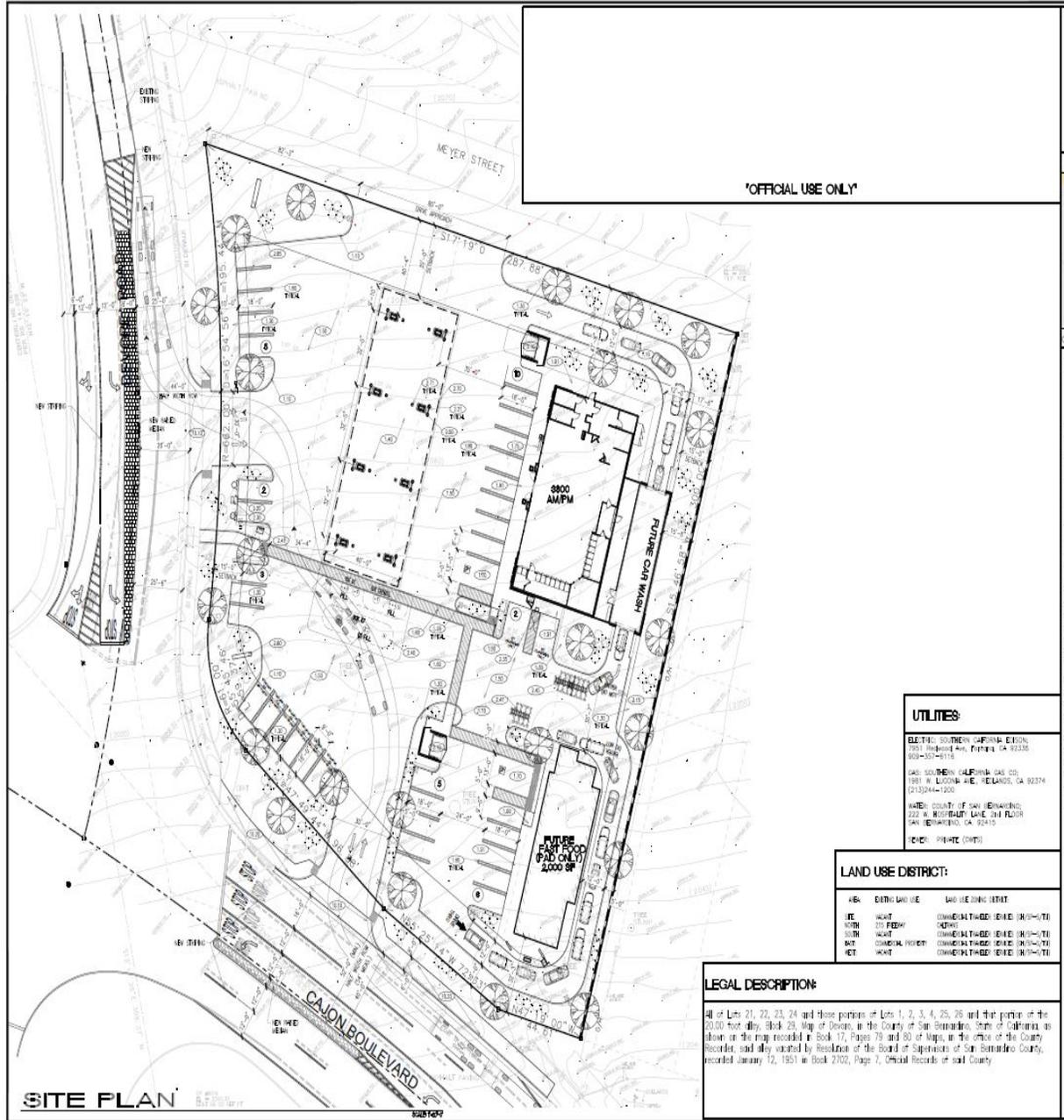
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Figure 1 Project Location Map



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Figure 2 Site Plan



'OFFICIAL USE ONLY'

UTILITIES:

ELECTRIC: SOUTHERN CALIFORNIA Edison,
7011 Redwood Ave., Fontana, CA 92336
951-353-5115

GAS: SOUTHERN CALIFORNIA GAS CO.,
1881 N. LUGONIA AVE., REDLANDS, CA 92374
(916)444-1200

WATER: COUNTY OF SAN BERNARDINO,
222 N. HOSPITAL LANE, 2ND FLOOR
SAN BERNARDINO, CA 92410

(C)19: PRIVATE (DMS)

LAND USE DISTRICT:

#/E	EXISTING LAND USE	LAND USE ZONING DISTRICT
1E	W/HT	COMMERCIAL THRUWAY (CMT-THRU)
10E	20' FUTURE	OFFICE
10E	W/HT	COMMERCIAL THRUWAY (CMT-THRU)
10E	COMMERCIAL HIGHWAY	COMMERCIAL THRUWAY (CMT-THRU)
10E	W/HT	COMMERCIAL THRUWAY (CMT-THRU)

LEGAL DESCRIPTION:

All of Lots 21, 22, 23, 24 and those portions of Lots 1, 2, 3, 4, 25, 26 and that portion of the 30,000 foot alley, Block 28, Map of Devore, in the County of San Bernardino, State of California, as shown on the map recorded in Book 17, Pages 79 and 80 of Maps, in the Office of the County Recorder, said alley vacated by Resolution of the Board of Supervisors of San Bernardino County, recorded January 12, 1951 in Book 2700, Page 7, Official Records of said County.

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2.3 APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES

- ◆ **Federal:** None
- ◆ **State:** None
- ◆ **County of San Bernardino:** Land Use Department-Building and Safety, Public Health-Environmental Health Services, and Public Works.
- ◆ **Regional:** South Coast Air Quality Management District.

2.4 CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

On February 6, 2023, the County of San Bernardino mailed notifications pursuant to

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Assembly Bill (AB) 52 to tribes. Table A—AB 52 Consultation, shows a summary of comments and responses provided for the Project

Table A: AB 52 Consultation

Tribe	Comment Received	Summary of Responses	Conclusion
Soboba Band of Mission Indians	None	Not applicable	March 7, 2023
Gabrieleno Band of Mission Indians – Kizh Nation	None	Not applicable	March 7, 2023
San Gabriel Band of Mission Indians	None	Not applicable	March 7, 2023
Morongo Band of Mission Indians	None	Not applicable	March 7, 2023
San Manuel Band of Mission Indians	None	Not applicable	March 7, 2023
Colorado River Indian Tribes	None	Not applicable	March 7, 2023
Fort Mojave Indian Tribe	None	Not applicable	March 7, 2023

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SECTION 3.0 ENVIRONMENTAL DETERMINATION

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would 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"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Hazards/Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Transportation/Circulation |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input type="checkbox"/> Geology and Soils | <input type="checkbox"/> Noise | <input type="checkbox"/> Mandatory Findings of Significance |

3.2 DETERMINATION

On the basis of this initial evaluation:

- I find that the Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the project could have a significant effect on the environment, there will 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 will be prepared.
- I find that the project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the 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.
- I find that although the 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 project, nothing further is required.

Aron Liang
Signature

5.12.2023
Date

Aron Liang, Planning Manager
Printed Name

Land Use Services Department
Agency

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SECTION 4.0 ENVIRONMENTAL CHECKLIST AND DISCUSSION

4.1 AESTHETICS

Would the project:

a)	Have a substantial adverse effect on a scenic vista?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.a) Less Than Significant Impact. The project site consists of a rectangular parcel located on the northeast corner of Cajon Boulevard and Devore Road, between Cajon Boulevard and Meyers Road. The proposed improvements would be single-story structures with gasoline fueling positions under a canopy on a relatively flat site with landscaping around the structures and parking areas. Structures on the property would include the gas station/convenience store, fueling position canopy, and the fast-food restaurant. Appendix A shows the architectural drawings of the proposed structures including building elevations. The San Bernardino Countywide Plan (General Plan) Policy NR-4.1 identifies scenic vistas and natural features as prominent hillsides, ridgelines, dominant landforms, and reservoirs, which do not exist within the project area. Distant mountains exist with views of the urban valley below, including the project site, but no unique features exist within the immediate vicinity of the project site. The project site is also within the Glen Helen Specific Plan (GH/SP). The Glen Helen Draft Environmental Impact Report (EIR) notes the Cajon Boulevard corridor is generally level with no unique landforms and that the “only distinctive physical feature in the area are the I-215 Freeway...”¹ Since the proposed project includes single-story structures, landscaping, and parking, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

b)	Substantially damage trees, rock outcroppings, and historic buildings within a State scenic highway?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.b) Less Than Significant Impact. Figure 5.1-1 County Designated Scenic Routes in the Countywide Plan, does not display any scenic routes within the area. A review of the Caltrans web site <https://dot.ca.gov/-/media/dot-media/programs/design/documents/od->

¹ County of San Bernardino, Draft Environmental Impact Report for the Glen Helen Specific Plan (p. 4.10-2), State Clearinghouse No.2000011093. December 2000.

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[county-scenic-hwys-2015-a11y.pdf](#) for designated scenic highways found no designated highways in the area. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c)	Substantially degrade the existing visual character or aesthetic quality of a site and its surroundings?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.1.c) Less Than Significant Impact. The project area overall visual character is a mix of urban, suburban, and rural land uses. The proposed project is a request to develop a gasoline service station/convenience store with and a fast-food restaurant with a drive-thru on property designated C/TC (Commercial/Travel Center) in the Glen Helen Specific Plan and SD (Special Development) in the Countywide Plan. The SD designation is appropriate for areas with an underlying Specific Plan. The Specific Plan also contains specific streetscape design features for various roadways, including Cajon Boulevard and Devore Road. The proposed use contains only single-story structures. The proposed project would be consistent with the Specific Plan development criteria and is adjacent to the I-215 Freeway and across the street from various commercial and residential uses. Due to the low profile of the use and the surrounding improvements, less than significant impacts are identified or anticipated, and no mitigation measures are required.

d)	Create a new source of substantial light or glare, which would adversely affect daytime or nighttime views in the area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.d) Less Than Significant Impact. The proposed project would utilize light poles within the parking areas, lighted canopy above the fueling positions, and lights on each of the structures. While this would create a new source of lighting for the property, the County Development Code requires that illumination within the Valley portion of the County, not extend beyond the property line, so as to minimize its dispersal onto adjoining properties, as referenced in the following section:

Section 83.07.030 Glare and Outdoor Lighting - Valley Region.

(a) *Light Trespass Prohibited.* Outdoor lighting of commercial or industrial land uses shall be fully shielded to preclude light pollution or light trespass on any of the following:

- (1) An abutting residential land use zoning district;
- (2) A residential parcel; or
- (3) Public right-of-way.

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(b) *Determination of Light Trespass.* A determination of light trespass shall be made through a quantitative measurement utilizing a standard yardstick (three feet x one and one-half inches). The yardstick shall be placed at the building setback line in the complainant's yard. The yardstick shall be in contact with the ground or may be raised to window level of the dwelling and in a vertical position. The person taking the measurement shall then determine if a shadow is cast by the light source, that is, the light source, yardstick, and shadow shall be in alignment. Measurements shall not be taken when there is a moon in the night sky.

(c) *Maximum Allowed Foot-candles.* Direct or indirect light from any light fixture shall not cause glare above five-tenths foot-candles when measured at the property line of a residential land use zoning district, residential parcel, or public right-of-way. Light levels shall be measured with a photoelectric photometer, following the standard spectral luminous efficiency curve adopted by the International Commission on Illumination.

Utilization of this standard requirement as a condition of approval would reduce potential impacts to less than significant and no mitigation measures are required.

4.2 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 Department 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 Natural Resources Agency, to non-agricultural use?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant <input type="checkbox"/>	No Impact <input checked="" type="checkbox"/>
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4.2.a) No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Urban and Built-Up Land" and "Other Land" in its California Important Farmland Finder. "Urban and Built-Up Land" is defined as land occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment,

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and water control structures. "Other Land" is land not included in any other mapping category. Common examples include low density rural developments, brush, timber, wetland, and riparian areas not suitable for livestock grazing, confined livestock, poultry or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres.

The subject property is designated Grazing Land. No prime farmland, unique farmland, or farmland of statewide importance occurs in or around the proposed Project area, based upon a review of relevant State Farmland Mapping on August 15, 2021. The closest farmland noted is approximately 10.5 miles to the southeast. As such, the proposed Project would not convert farmland to a non-agricultural use. No impacts are identified or are anticipated, and no mitigation measures are required.

b)	Conflict with existing zoning for agricultural use or with a Williamson Act contract?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.b) No Impact. According to San Bernardino County's Interactive Agricultural Resources Map NR-5, the project site is not under or adjacent to any lands under a Williamson Act Contract. The proposed Project would be consistent with the County's Policy Plan and would not conflict with existing zoning for agricultural uses or lands under a Williamson Act Contract. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

c)	Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.c) No Impact. The subject property is situated between the I-215 Freeway and Cajon Boulevard with no agricultural land uses within miles of the project site. The proposed development of a gasoline service station and fast-food restaurant are consistent with the land use designation (Commercial/Travel Center) for the site within the Glen Helen Specific Plan and are consistent with the physical location near the Freeway. Implementation of the proposed project will not create other changes in the existing environment that could convert farmland to non-agricultural uses.

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d) Would the project 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))?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.d) No Impact. The subject property is within the Glen Helen Specific Plan and designated for Commercial/Travel Center. Implementation of the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

e) Would the project result in the loss of forest land or conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.e) No Impact. Forest land is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. The subject property is currently vacant and located within an area planned for commercial development, Commercial uses exist immediately south of the project site along with a variety of residential and commercial uses across the street and south of the proposed project. Implementation of the proposed Project would not result in loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.2.f) No Impact. The proposed onsite improvements is a gas station with a fast-food restaurant and the site is currently designated for Commercial/Travel Center uses within the

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Glen Helen Specific Plan. Implementation of the proposed project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. No impacts are identified or are anticipated, and no mitigation measures are required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a)	Conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.3.a) No Impact. The subject property is located within the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2022 AQMP) was adopted by the SCAQMD on February 2022. The 2022 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2020 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

A project is inconsistent with the AQMP if: (1) it does not conform with the local general plan; or (2) it uses a disproportionately large portion of the forecast growth increment. If a project proves to be inconsistent with the AQMP, project proponent can prepare a general plan amendment (GPA). The County of San Bernardino currently designates the project site as Commercial/Travel Center within the Glen Helen Specific Plan. The proposed use is consistent with this land use designation and the size and type of use will not result in a disproportionately large portion of the forecast growth increment. Therefore, the proposed project is consistent with the 2022 AQMP and result results in no impact.

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b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.b) Less Than Significant. An *Air Quality and Greenhouse Gas Emissions Analysis*, prepared by LSA, November 2021, was completed and provides a detailed analysis including quantification of all criteria pollutant emissions.

The proposed project would allow the operation of a gasoline service station, , and fast-food restaurant. Construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2020.4.0. The emissions incorporate Rule 402 and 403 by default as required during construction.

The criteria pollutants screened include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM10 and PM2.5). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

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

Construction Emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: Site preparation, grading, building construction, paving and architectural coatings. The resulting emissions generated during construction of the proposed project are shown in Table B.

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Table B: Short-Term Construction Emissions

Construction Phase	Total Pollutant Emissions (lbs/day)							
	VOC	NOx	CO	Sox	Fugitive PM ₁₀	Exhaust PM ₁₀	Fugitive PM _{2.5}	Exhaust PM _{2.5}
Site Preparation	0.58	6.93	3.96	<0.01	0.53	0.26	0.06	0.24
Grading	0.71	6.41	7.47	0.01	0.82	0.34	0.42	0.32
Building Construction	0.61	12.46	12.71	0.02	0.00	0.60	0.00	0.57
Paving	0.82	7.60	9.50	0.02	0.22	0.38	0.06	0.36
Architectural Coating	0.20	1.41	1.81	<0.01	0.00	0.08	0.00	0.08
Peak Daily Emissions	2.51	20.12	23.04	0.04	1.27		0.99	
SCAQMD Thresholds	75	100	550	150	150		55	
Significant?	No	No	No	No	No		No	

Source: LSA Air Quality and GHG Emissions Analysis Report.

CO = carbon monoxide

Lbs/day = pounds per day

NOx = nitrogen oxides

SCAQMD = South Coast Air Quality Management District.

PM₁₀ = particulate matter less than 10 microns

PM_{2.5} = particulate matter less than 2.5 microns

Sox = sulfur oxide

VOC = volatile organic compounds

Operational Emissions are associated with the long-term operational activities resulting from the proposed project including mobile source emissions from vehicles visiting the site, energy source emissions resulting from the onsite use of natural gas for space heating and area source evaporative emissions at the fueling positions. Table C summarizes the emissions associated with long-term operations of the proposed project.

Table C: Long-Term Operational Emissions

Source	Total Pollutant Emissions (lbs/day)					
	VOC	NOx	CO	Sox	PM ₁₀	PM _{2.5}
Area	0.14	<0.01	0.02	<0.01	<0.01	<0.01
Energy	0.02	0.16	0.14	<0.01	0.01	0.01
Mobile	8.93	6.85	43.29	0.07	6.15	1.68
Totals (lbs./day)	9.09	7.02	43.43	0.07	6.16	1.69
SCAQMD Thresholds	55	55	550	150	150	55
Significant?	No	No	No	No	No	No

Source: LSA Air Quality and GHG Emissions Analysis Report.

CO = carbon monoxide

Lbs/day = pounds per day

NOx = nitrogen oxides

SCAQMD = South Coast Air Quality Management District.

PM₁₀ = particulate matter less than 10 microns

PM_{2.5} = particulate matter less than 2.5 microns

Sox = sulfur oxide

VOC = volatile organic compounds

As shown in Table B and Table C, emissions associated with short-term construction and long-term operation of the proposed project are less than significant when compared to the SCAQMD Thresholds of Significance for each air pollutant. Therefore, the proposed project is less than significant.

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c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.c) Less than Significant. As described in Response to Checklist Questions 4.5.a and 4.5.b, above, General Plan Policies, and adherence to SCAQMD rules and regulations, would result in less than significant construction and operation-related air quality impacts.

d) Expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.d) Less than Significant. As shown in response to Checklist Questions 4.5.b, above, the proposed project short-term construction and long-term operational emissions would not exceed applicable SCAQMD thresholds. Additionally, project-related vehicle trips would not cause or result in CO concentrations exceeding applicable state and federal standards. Exposure of sensitive receptors to emissions of substantial concentrations of criteria air pollutants and precursors would be less than significant impact.

e) Create objectionable odors affecting a substantial number of people?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.3.e) Less than Significant. SCAQMD Rule 402 (Nuisance), Rule 410 (odors from transfer stations and material recovery stations) and Rule 1179 (Public owned treatment works operations) place conditions and compliance measures for odor emissions from the identified sources in order to reduce exposure to the surrounding area. Implementation of and compliance with the regulatory programs and General Plan Policies would ensure that the proposed project would have less than significant odor impacts. No mitigation was required.

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4.4 BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.4.a) Less Than Significant. A *Biological Resources Assessment*, prepared by LSA, October 2021, undertook a site visit on October 18, 2021, and found that on-site vegetation on the site consists primarily of disturbed and barren ground, with patches of mixed herbaceous invasive species. Dominant non-native species identified include Bermuda grass (*Cynodon dactylon*) and brome grasses (*Bromus* spp.). Ongoing soil disturbance and the resulting competitive exclusion by invasive non-native plants limit the potential for native flora to occur on the project site.

A few wildlife species common to urban and disturbed areas were observed during the field survey. American crow (*Corvus brachyrhynchos*) and house sparrow (*Passer domesticus*) were observed in ornamental vegetation adjacent to the project site. Botta's pocket gopher (*Thomomys bottae*) burrows were identified only on the southeast corner of the site.

No special-status plant or animal species were observed during the site survey and suitable habitat for such species is absent from the proposed project disturbance limits. Therefore, the proposed project will result in less than significant impacts.

b) 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 Wildlife or U.S. Fish and Wildlife Service?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.4.b) Less Than Significant. No drainage courses traverse the subject property or near the property. Development of the proposed project would not impact the riparian vegetative community along an identified riparian habitat.

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Indirect impacts associated with site drainage during storm events running offsite and indirectly impacting riparian habitat at locations downstream of the proposed project site are covered under several state and federal regulations. The Federal Clean Water Act (CWA), Section 404, and California Fish and Game Code are regulatory policies designed to protect riparian and/or sensitive natural communities. The proposed projects would be required to comply with applicable federal, State, and local regulations, as well as General Plan Policy CO 2.4. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.4.c) Less Than Significant. No wetlands or jurisdictional areas were observed during the site visit. Therefore, the proposed Project would not have a substantial adverse effect on state or federally protected wetlands. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

4.4.d) No Impact. Habitat linkages provide connections between larger habitat areas that are separated by development. Wildlife corridors provide opportunities for animals to disperse or migrate between areas. A corridor can be defined as a linear landscape feature of sufficient width to allow animal movement between two comparatively undisturbed habitat fragments. Adequate cover is essential for a corridor to function as a wildlife movement area. Wildlife corridors allow for the dispersal, seasonal migration, breeding, and foraging of a variety of wildlife species. Additionally, open space can provide a buffer against both human disturbance and natural fluctuations in resources.

The Biological Resources Assessment prepared for the property identified the site as “isolated and does not support regional wildlife movement.” As such, the Project site and its immediate vicinity are not suitable for facilitating the movement of fish or wildlife. The site is also not considered to be a nursery site. Therefore, implementation of the proposed Project is not

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expected to disrupt or have any adverse effects on any migratory corridors or linkages that may occur in the general vicinity of the Project Site. No impacts are identified or anticipated, and no mitigation measures are required.

e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.4.e) No Impact. The vegetation within the Project site is generally described as ruderal. Several scattered individual remnant non-native tree species including pine trees (*Pinus Sp.*) and Ash (*Fraxinus sp.*) occur along the southern boundary of the projects site. These trees are not subject to the County’s tree preservation requirements. No impacts are identified or anticipated, and no mitigation measures are required.

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

4.4.f) No Impact. The Project site is not located within the planning area of an adopted Habitat Conservation Plan, Natural Community Plan, or other approved local, regional, or state habitat conservation plan as discussed in the previously referenced *Biological Resources Assessment* (See Appendix C). No impacts are identified or are anticipated, and no mitigation measures are required.

4.5 CULTURAL RESOURCES

Would the project:

a)	Cause a substantial adverse change in the significance of an historical resource pursuant to CCR §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.5.a) Less Than Significant With Mitigation Incorporated. A *Cultural Resources Assessment*, prepared by LSA, October 2021, conducted a database search on September 7 2021 of the South Central Coastal Information Center (SCCIC) database for known historical and archaeological sites in the project area and found 23 cultural resource studies previously conducted within one mile of the project, two of which included the entirety of the project

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area. LSA also undertook a site visit on July 28, 2021 and found the remnant fence line composed of three metal and three tree branch fence posts topped with barbed wire along the eastern property boundary. The remnant fence line is a typical example of an old fence with no associated artifacts in a rural setting. Therefore, it represents minimal archaeological data, and is not a archeological or historic resource as defined in CCR §15064.5. Although no resources were previously documented within the project area, a marginal historic period resource was identified by the survey, the project is bounded by two historic period resources and several prehistoric resources are documented within a mile, indicating some sensitivity for subsurface resources. Therefore, archaeological monitoring is recommended. In the event a substantive, intact feature or refuse deposit is identified, property-specific research at the County Assessor’s office is also recommended.

Mitigation Measures:

Cultural-1 The Project applicant shall retain qualified cultural resources monitor prior to the commencement of ground disturbing activities to monitor all ground disturbance activities including site clearing, grading, and trenching activities. The monitor shall be granted stop-work authority in the event an unanticipated discovery is made. The monitor shall immediately evaluate the discovery to determine whether additional treatment is warranted. Construction activities may not resume in the area immediate to the discovery until authorized by the monitor. In the event a substantive, intact feature or refuse deposit is identified, property-specific research at the County Assessor’s office will be conducted.

With incorporation of Mitigation Measure Cultural-1, impacts will be less than significant.

b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to CCR §15064.5?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.5.b) Less Than Significant With Mitigation Incorporated. As disclosed in the Cultural Resources Assessment, several prehistoric resources are documented within a mile of the project site indicating some sensitivity for subsurface resources. Therefore, archaeological monitoring is recommended. In the event a substantive, intact feature or refuse deposit is identified, property-specific research at the County Assessor’s office is also recommended. With incorporation of Mitigation Measure Cultural-1, impacts will be less than significant.

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c)	Disturb any human remains, including those interred outside of formal cemeteries?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.5.c) Less Than Significant. Construction activities, particularly placement of footings, could potentially disturb human remains interred onsite. Thus, the potential exists that human remains may be unearthed during earthmoving activities associated with project construction. If human remains are discovered during construction activities, the project proponent would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097, et. seq., which requires that if the coroner determines the remains to be of Native American origin, he or she will notify the Native American Heritage Commission, who will then identify the most likely descendants to be consulted regarding treatment and/or reburial of the remains. Mandatory compliance with these provisions of California state law would ensure that impacts to human remains, if unearthed during construction activities, would be appropriately treated. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

4.6 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.a) Less Than Significant. The proposed project would comply with the energy efficiency requirements in Title 24, Part 6, and the County of San Bernardino Greenhouse Gas Reduction Plan Performance Standards related for projects that emit less than 3,000 metric tonnes carbon dioxide equivalents per year (MT CO₂e/yr). The required Performance Standards within the County of San Bernardino Greenhouse Gas Reduction Plan Performance Standards ensure energy efficiency is built into the project design and construction including the use of electric heat pumps and air conditioning units with a Seasonal Energy Efficiency Ratio (SEER) of 14 or better and a heat pump with a Heating Seasonal Performance Standard (HSPF) rating of 8 or better level of efficiency. The proposed convenience store and fast-food restaurant will be required to have building insulation of at least R-16 in the walls and R-38 in the ceilings or attic. These requirements also include the use of cool roofs with a Cool Roof Rating Council (CRRC) rating at 02 aged solar reflectance and 0.75 thermal emittance or better. All window glazing shall have a 0.28 U-factor and 0.22 solar heat gain coefficient

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(SHGCI). These requirements ensure the efficient use of energy associated with project operations.

In addition, the CalEEMod model runs for the proposed project included estimates of natural gas and electricity use of 76,681 therms per year of natural gas, and 153,332 kilowatt hours (kWh) per year of electricity. The fast-food restaurant consumes nearly all of the natural gas use for the project.

The proposed project and surrounding area are serviced by Southern California Gas Company. According to the California Energy Commission’s Energy Report the Commercial Sector was responsible for 1,755,124,869 therms of natural gas consumption in the SoCalGas Planning Area in 2018. The level of use by the proposed project is approximately 0.04 percent of total use per year in the project area.

The subject property is serviced by Southern California Edison for electric power. In 2018, the Commercial sector of the Southern California Edison planning area consumed 18,228,339,531 kWh of electricity. The level of use by the proposed project is approximately 0.08 percent of total use per year in the project area.

Therefore, implementation of the project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b)	Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.6.b) Less Than Significant. The proposed project would be designed to comply with the County of San Bernardino Greenhouse Gas Emissions Reduction Plan, and the State Building Energy Efficiency Standards (Title 24, Part 6). Project development would not cause inefficient, wasteful and unnecessary energy consumption, and no adverse impact would occur.

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

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4.7 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<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 checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.a i-iv) Less Than Significant. The Countywide Plan Map HZ-1, Earthquake Fault Zones, does not display a fault under the subject property. The closest identified fault is approximately 2 miles to the south of the subject property. The proposed project would be required to comply with the California Building Code requirements and the Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Compliance with the California Building Codes and Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department would address potential impacts resulting from an earthquake event. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Areas overlying groundwater within 30 to 50 feet of the surface are considered susceptible to liquefaction hazards. According to the Countywide Plan, HZ-2 Liquefaction and Landslides, the subject property is within an area has a High potential for liquefaction. Compliance with the California Building Codes and Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department would address potential impacts associated with liquefaction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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Landslides and slope failure can result from ground motion generated by earthquakes. Based upon a field survey of the site the only slopes that exist are associated with the 215 Freeway to the east of the project site that is elevated above the subject property. As such, no slopes exist that could be subject to slope instability and that could adversely affect the subject property. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

b)	Result in substantial soil erosion or the loss of topsoil?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.b) Less Than Significant. The subject property is relatively flat and is not subject to flooding, based upon Countywide Plan Map NZ-4 Flood Hazards. Grading of the site will be necessary to ensure adequate drainage flows, but no significant amount of earthmoving is envisioned since the property is relatively flat. As such, the development of the proposed project would not result in substantial soil erosion or loss of topsoil. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

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

4.7.c) Less Than Significant. As noted in the previous response, the project site is subject to liquefaction. However, due to the building code requirements for the site, it does not represent a hazard to the structural integrity of site improvements or individuals utilizing the property. No landslides are foreseen due to the relatively flat topography of the site. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

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d)	Be located on expansive soil, as defined in Table 18 1-B of the California Building Code (2001), creating substantial risks to life or property?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.d) Less Than Significant. According to material provided by the U.S. Department of Agriculture, Soil Survey Web Site, site soils consist of Soboba Stony loamy sand (SpC) and Tujunga gravelly loamy sand (TvC). Both soil categories are listed as excessively drained and would not represent a potential for expansive soils. The printed version of the Soil Survey of San Bernardino County Southwestern Part, California 1980 noted these soil categories have low shrink-swell potential and have only slight limitations for residences. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

e)	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for disposal of wastewater?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.e) Less Than Significant. The Soil Survey information referenced above listed both soils as having suitability for septic tanks. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.7.f) Less Than Significant. The San Bernardino Countywide Plan Cultural Resources Section 5.5 of the Draft EIR indicated that “the Younger Alluvium (Q) across the valley floor is too young to preserve fossil resources in the upper layers, but the deeper layers and underlying sediments have high paleontological sensitivity, as do the Miocene Marine Sediments (M).” (p. 19) Project site grading and construction will not involve substantial excavation and re-compaction of the site. As such, it is unlikely paleontological resources would be uncovered on the property. Therefore, no significant impacts are identified or are anticipated, and no mitigation measures are required.

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4.8 GREENHOUSE GAS EMISSIONS

Would the project:

a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significance impact on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.a) Less Than Significant. In June 2021, the County adopted a Greenhouse Gas Emissions (GHG) Reduction Plan Update (GHG Plan Update). The GHG Plan Update presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 40 percent below 2020 levels of emissions, consistent with the SB 32 Scoping Plan. GHG emissions impacts are assessed through the GHG Development Review Process (DRP) by applying appropriate reduction requirements as part of the discretionary approval of new development projects. Through its development review process the County will implement CEQA and require new development projects to quantify the project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 metric tons of carbon dioxide equivalents per year (MT CO₂e/yr) is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

An *Air Quality and Greenhouse Gas Emissions Analysis*, prepared by LSA, November 2021, was completed and provides a detailed analysis including quantification of greenhouse gas emissions. The full analysis can be found in Appendix B. According to the analysis the proposed project is anticipated to generate approximately 1,090 MT CO₂e/yr., which is below the review standard of 3,000 MT CO₂e/yr. Therefore, the proposed project follows the Performance Standards outline in the DRP of the GHG Plan Update for projects that generate less than 3,000 MT CO₂e/yr. The Performance Standards require the proposed project to include energy efficiency, water conservation, waste diversion, and renewable energy enhancements into the project design. With the implementation of the Performance Standards, the proposed project is consistent with GHG emissions reductions within the GHG Plan Update. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation is required.

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b)	Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.8.b) Less Than Significant. The proposed project is not anticipated to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Any project that does not exceed 3,000 MT CO₂e/yr. and implements the Performance Standards within the DRP will be consistent with the County's GHG Plan and determined to have a less than significant individual and cumulative impact for GHG emissions. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

4.9 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.a) Less Than Significant. Components of the Project that may involve potential impacts from hazardous materials include a fueling station, the fueling station would be composed of eight fueling islands to include 16 fueling dispensers and two underground storage tanks (USTs) including tanks for storing unleaded gasoline and diesel fuel.

The project proponent would be required to prepare a Spill Contingency Plan with the County of San Bernardino Hazardous Materials Department and all operations of the fueling station and related USTs would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. Therefore, impacts associated with long-term operation would not result in significant impacts.

The fueling positions would be directly connected to a fuel spill holding tank which would discharge to two bioretention basin with a total retention volume of 5,758 cubic feet (CF) for water quality purposes. Any runoff from the project site would enter the bioretention basins before being released off-site. As part of project operations and in accordance with the proposed project's Water Quality Management Plan (WQMP), the bioretention basins would be inspected annually per manufacturer's specifications. Accumulated debris and gross pollutants or sediment would be removed, and the basins cleaned as needed. Therefore, impacts are less than significant.

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

4.9.b) Less Than Significant. Hazardous or toxic materials transported in association with construction and operation of the proposed project may include items such as oils, paints, and fuels. All materials required during construction would be kept in compliance with State and local regulations. Operational activities would continue to include standard maintenance (i.e., fuel position cleaning, landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accidental release of hazardous materials into the environment. With implementation of the Spill Contingency Plan and WQMP Best Management Practices (BMPs) and compliance with all applicable regulations, potential impacts from the transport, use, and storage of hazardous materials is considered less than significant and no mitigation measures are required.

c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.9.c) No Impact. The closest school to the Project site is Cesar Chavez Middle School, approximately 3 mile to the south on the easterly side of I-215. Since the proposed project is in excess of 0.25 mile from a school, no impacts associated with emission of hazardous or acutely hazardous materials, substances, or waste within ¼-mile of a school are anticipated. No impacts or anticipated and no mitigation measures are required.

d)	Be located on a site which is included on a list of hazardous materials compiled pursuant to California Government Code section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.d) Less Than Significant. The subject property was not found on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 by the California

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Department of Toxic Substances Control's EnviroStor data management system, based upon an on-line review of the Web Site November 2, 2022. The closest identified site involved groundwater contamination located approximately 2.5 miles to the southeast, as part of the Bunker Hill Ground Water Basin. EnviroStor tracks cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues. No hazardous materials sites are located within or near the vicinity of the project site. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.

e)	If 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, result in a safety hazard for people residing or working in the project area?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.e) Less Than Significant.

The subject property is located approximately 12.5 miles north of the San Bernardino International Airport. As shown on the San Bernardino Countywide Plan Map HZ-9 Airport Safety & Planning Areas, the project site is over 10 miles from the boundary of the Airport Safety Review Area. The site is within an area designated AR4 Low-Altitude/High Speed Military Airspace on Map HZ-9. Due to the low height of the proposed structures and non-permanent occupancy status of individuals visiting or working at the project, the effect of the periodic flyovers would not represent a hazard. The project site is not located within the vicinity of a private or public airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

f)	Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.f) Less Than Significant. The closest designated evacuation route to the subject property is Interstate 215, based upon a review of the Countywide Plan PP-2 Evacuation Routes. Devore Rd. and Cajon Blvd. also provide adjacent accessible routes away from the property. Therefore, operations and construction of the proposed Project would not interfere with the use of these routes during an evacuation. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Furthermore, the subject property does not contain any emergency facilities. Project operations at the site would not interfere with an adopted emergency response or

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

g)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.9.g) Less Than Significant. As identified by San Bernardino Countywide Policy Plan, HZ-5 Fire Hazards Severity Zones, the subject property and surrounding area are located within a designated Very High Fire hazard. Proposed on-site improvements are minimal with a gas station/convenience store, fueling positions under a canopy, car wash, and fast-food restaurant. The buildings would be required to comply with the current Uniform Fire Code requirements and all applicable statutes, codes, ordinances, and standards of the San Bernardino County Fire Department. Therefore the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

4.10 HYDROLOGY/WATER QUALITY

Would the project:

a)	Violate any water quality standards or waste discharge requirements?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.a) Less Than Significant. the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

A Water Quality Management Plan (WQMP) is being prepared for the project and will be submitted to the County for review. The project proponent is responsible for the implementation of the provisions of the WQMP and will ensure that the plan is amended as appropriate to reflect up-to-date conditions of the site consistent with the County's Municipal Storm Water Management Program and the intent of the NPDES Permit for San Bernardino County and the incorporated cities of San Bernardino County within the Santa Ana Region.

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Implementation of the proposed Project would dramatically increase the impervious surface of property, due to its current undisturbed condition. Utilizing information contained in the WQMP, the amount of water traversing the site, along with the amount of impervious surface, drawdown rate based upon soil conditions, and runoff coefficient, a retention/infiltration basin will be designed to capture volume necessary to keep all runoff onsite.

As such, the proposed Project would not generate additional drainage flows during peak periods for downstream properties. The site runoff will be conveyed primarily by surface flow within the site to the drainage inlet that will feed the underground pipe retention/infiltration basin. Based upon the amount of volume capture of runoff and the design of the infiltration system to ensure pollutants do not discharge downstream, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.b) Less Than Significant. Development of the proposed project would result in new impervious surfaces on-site. However, the proposed project includes a retention/infiltration basin. As such, direct infiltration of storm water runoff from impervious surfaces would be captured and would allow for groundwater recharge. The Proposed Project is not expected to 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.

c.i)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.c.i) Less Than Significant. The project site drains to the north. This general pattern will not be altered with implementation of the proposed project. Site runoff will be conveyed by surface flow to a drainage inlet that feeds an underground pipe retention/infiltration basin. The site is relatively flat and borders portions of three streets. Full retention of the amount of stormwater runoff is proposed with the site design infiltration system. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

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c.ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.c.ii) Less Than Significant. The site currently drains primarily to the north and west. This general pattern will not be altered with implementation of the proposed project. Site runoff will be conveyed by surface flow to a drainage inlet that feeds a retention/infiltration basin. The site is relatively flat and borders portions of three streets. Full retention of the amount of stormwater runoff is proposed with the site design retention/infiltration basin. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c.iii) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.c.iii) Less Than Significant. The proposed infiltration basin is anticipated to achieve a complete on-site retention of site's capture design volume. As such, with adherence to the WQMP, the proposed Project is not anticipated to create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c.iv) Impede or redirect flood flows?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.c.iv) Less Than Significant. The subject property is not within an identified flood hazard area. The projected runoff volume for the project site based upon the proposed design features and site characteristics will be captured by the proposed retention/infiltration basin. Therefore, with adherence to the WQMP, the proposed project is not anticipated to impede or redirect flood flows. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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d)	In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.d) Less Than Significant. Tsunamis are large waves generated in open bodies of water by fault displacement due to major ground movement. Due to the Project Site's distance from the Pacific Ocean, tsunamis are not potential hazards in the vicinity of the Project Site. As shown on the San Bernardino Countywide Policy Plan Map HZ-4 Flood Hazards, the subject property is not within a 100 (Zone A) or 500 year (Zone X) flood plain. Therefore, the risk of release of pollutants of by flood, seiche, or tsunami is considered low. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.10.e) Less Than Significant.

The WQMP being prepared as part of this proposal complies with the requirements of the San Bernardino County and the NPDES Areawide Stormwater Program. The proposed project would adhere to each WQMP's BMPs, regional and local water quality control and/or sustainable groundwater management plans. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

4.11 LAND USE AND PLANNING

Would the project:

a)	Physically divide an established community?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.a) No Impact. The project site is located within the Glen Helen Specific Plan and has a land use category of Commercial/Travel Center. The Project site is a small lot of land wedged between Cajon Blvd., Devore Rd., and Meyers Rd. As such, development of the subject property would not divide an established community.

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b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.11.b) No Impact. The area is not within an area identified for mitigating environmental effects nor is it part of a Critical Habitat area, based upon a review of critical habitats identified by the California Department of Fish and Wildlife on November 3, 2022. The property was evaluated as part of the adoption of the Glen Helen Specific Plan. The Specific Plan Draft Environmental Impact Report noted that:

“The Cajon Corridor and Kendall Corridor are both highly disturbed by prior residential and industrial development, as well as the Cajon Landfill (Kendall Corridor). No cultural features or archaeological resources have been previously identified in these areas. Ground disturbance is pervasive throughout these planning areas and the potential for significant finds with the long-term recycling of uses to Corridor Industrial (CI), Commercial /Traveler Services (CT/S) and Special Use Area (SUA) is limited. No significant impacts to archaeological resources are anticipated.”¹

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

4.12 MINERAL RESOURCES

Would the project:

a) 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.12.a) Less Than Significant. According to the California Department of Conservation, Mineral Land Classification map, the Project Site occurs in the Southwestern San Bernardino Valley region, specifically in Open File Report 1994-0008. As shown on the report, the Project site and immediate vicinity occur within Mineral Resource Zone 2 (MRZ-2). This zone is defined as an area that contains identified mineral deposits. However, the subject property is of limited

¹ County of San Bernardino, Draft Environmental Impact Report for the Glen Helen Specific Plan (p. 4.9-9), State Clearinghouse No.2000011093. December 2000.

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size, relatively narrow in configuration, and adjacent to the I-215 Freeway. Commercial and industrial uses are located on parcels in the area, including along Cajon Blvd., across the street from the proposed uses. The property configuration and surrounding uses are not compatible with mineral resource extraction. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State of California?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.12.b) Less Than Significant. The project site occurs in an area designated as Mineral Resource Zone 2 (MRZ-2). The State Guidelines for Classification of and Designation of Mineral Lands defines MRZ-2 as an area that contains identified mineral deposits. However, the parcel configuration is very small and bordered by streets on three side. In addition, the project site currently has a land use designation of Commercial/Travel Center. The project site is not located within a planning area designated for mining. Therefore, the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

4.13 NOISE

Would the project:

a)	Generation of a substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.13.a) Less Than Significant. A *Noise and Vibration Impact Analysis Report*, prepared by LSA, October 2021, was completed and provides a detailed analysis of all potential temporary construction noise and permanent noise levels from activities of the proposed project including roadway noise and periodic noise from onsite sources. The following summarizes the information in the Report.

Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent Continuous Sound Level (Leq), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The Leq is the average of the sound

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level energy for a one-hour period and employs an A-weighted decibel correction that corresponds to the optimal frequency response of the human ear. The CNEL is based upon 24 one-hour Leq measurements.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with the adjacent surface streets and the I-215 Freeway. Noise levels were measured in the project area including onsite noise levels, and noise levels near the residential land uses on the west side of Cajon Blvd. The measured average noise levels range from 64.0 to 69.7 dBA Leq and the maximum instantaneous noise levels range from 77.1 to 85.0 dBA Lmax in the project vicinity.

Two long-term (24-hour) noise level measurements were conducted from September 2 to September 3, 2021, using two Larson Davis Spark 706RC Dosimeters. The measured CNEL is 69.4 dBA onsite near Meyers St. and 68.2 dBA near residential land uses on the west side of Cajon Blvd.

Temporary Construction Noise: The closest residential property line is located approximately 350 ft from the project construction boundary and may be subject to short-term construction noise generated by construction activities in the project area that reach 86 dBA Lmax (82 dBA Leq). Ambient noise levels during daytime hours at the The proposed project would be required to comply with the construction hours allowed under the County Development Code and standard conditions for construction listed below. Therefore, no noise impacts from construction activities would occur, and no noise reduction measures are required.

Long-Term Offsite Traffic Noise: Traffic modeling shows that the project-related traffic noise increase on Devore Road and Cajon Boulevard would increase by up to 2.1 dBA and 2.2 dBA respectively. The detailed noise calculations are provided in Appendix E. This noise level increase is below 3 dBA and would not be perceptible to the human ear in an outdoor environment. Therefore, no off-site traffic noise impacts would occur, and no noise reduction measures are required.

Long-Term Onsite Noise: Operation of the proposed project would include fueling activities, parking lot activities, and HVAC systems that would result in stationary noise impacts as described below.

Fueling activities would potentially include engine start-up noise, car door slams, back-up alarms, and tire squeals, which would generate noise levels of approximately 70 dBA Lmax at 50 ft. It is assumed that fueling activities would generate the maximum noise level for a cumulative period of 15 minutes in any hour, which would be 64.0 dBA Leq at 50 ft.

The proposed project would include eight parking spaces for automobiles on the south side of the project adjacent to the proposed convenience store. Noise generated from parking lot activities would include noise generated by vehicles traveling at slow speeds, engine start-up noise, car door slams, car horns, car alarms, and tire squeals. Representative parking activities would generate approximately 60 to 70 dBA Lmax at 50 ft. It is assumed that parking activities

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for automobiles would generate the maximum noise level for a cumulative period of 2 minutes in any hour, which would be 55.0 dBA Leq at 50 ft.

The proposed project would include a rooftop HVAC unit for the convenience store and fast-food restaurant. The HVAC equipment could operate 24 hours per day. The HVAC unit would generate a noise level of 44.4 dBA Leq at 50 ft. The roofline and parapet would provide a minimum noise reduction of 8 dBA.

Truck delivery activities would take place near the convenience store on the south side and fast food restaurant on the west side of the project site respectively. Noise generated from truck delivery activities would include truck movement at slow speeds, engine start-up noise, truck door slams, back-up alarms, air brakes, idling, and unloading activities. These activities would result in a maximum noise similar to noise readings from truck delivery and truck-unloading activities for other projects, which would generate a noise level of 75 dBA Lmax at 50 ft. It is assumed that truck delivery activities would generate the maximum noise level for a cumulative period of 5 minutes in any hour. Also, it is estimated that there would be a maximum of one delivery truck per hour, which would result in a cumulative period of 5 minutes in any hour. Based on the assumptions above, truck delivery activities would generate a noise level of 64.2 dBA Leq at 50 ft.

The combined onsite noise levels would reach up to 65.0 dBA Leq at the commercial property line adjacent to the project site. These noise levels would not exceed the County's 60 dBA L50 (30 minute) and the maximum 80 dBA anytime noise standard for commercial land uses or noise standards for residential land uses located further from the project site. No significant adverse impacts are identified or are anticipated, and mitigation is not required.

b)	Result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.13.b) Less Than Significant. The proposed project has the potential to create groundborne vibrations during construction activities. The greatest vibration levels are anticipated to occur during the site preparation phase. All other phases are expected to result in lower vibration levels. The distance to the nearest buildings for vibration impact analysis is measured between the nearest off-site buildings and the project boundary (assuming the construction equipment would be used at or near the project boundary) because vibration impacts normally occur within the buildings. The closest structure (commercial) south of the project construction boundary is approximately 70 ft away, would experience vibration levels of up to 74 VdB (0.019 PPV [in/sec]). This vibration level would not result in community annoyance because vibration levels would not exceed the FTA community annoyance threshold of 78 VdB during daytime hours. In addition, this vibration level does not have the potential to result in building damage because the building was observed to be constructed

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of nonengineered-timber and masonry and the vibration level would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]).

All other building structures surrounding the project site would experience vibration levels of 66 VdB (0.008 PPV [in/sec]) or lower. This vibration level would be barely perceptible and would not result in community annoyance. In addition, this vibration level would not have the potential to result in building damage because these buildings were observed to be constructed of nonengineered-timber and masonry, and the vibration level would not exceed the FTA vibration damage threshold of 94 VdB (0.2 PPV [in/sec]). Therefore, no significant adverse construction period impacts are identified and mitigation is not required.

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 2 miles of a public airport or public use airport, result in the exposure of people residing or working in the project area to excessive noise levels?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.13.e) No Impact. The project site is located over 10.5 miles northwest of San Bernardino International Airport Safety Review Area, as displayed on San Bernardino Countywide Plan HZ-9 Airport Safety and Planning Areas. The project site is not located within the vicinity of a private or public airstrip. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

4.14 POPULATION AND HOUSING

Would the project:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.a) No Impact. The proposed project is the development of a gasoline service station/convenience store, and fast-food restaurant and does not involve construction of new homes nor would it induce unplanned population growth by creating a significant number of new jobs. Therefore, no significant impacts are identified and mitigation is not required.

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b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.14.b) No Impact. The Project site is currently vacant land. Implementation of the proposed project would not displace existing residents or require construction of replacement housing. Therefore, no impacts are identified or anticipated, and mitigation is not required.

4.15 PUBLIC SERVICES

Would the project:

a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, Or in the 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 Fire Protection Police Protection, Schools, Parks, or Other Public Facilities?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.15.a) Less than significant. The project site is located between two San Bernardino County Fire Stations: Devore Station No. 2, located approximately 0.6 miles to the south, at 1511 Devore Road; and Station No. 232, located approximately 3.9 miles to the southeast, at 6065 North Palm Avenue. Response times in the range of five to eight minutes are considered maximum in the case of structural fires. A longer response time will result in the loss of most of the structural value. Fire station organization, physical/environmental conditions, distance, grade and road conditions affect response times. Given the distance to the project site no significant adverse impacts are identified or are anticipated, and no mitigation is required.

Personnel organization, distance, grade and road conditions as well as other physical factors influence response times by law enforcement. The unincorporated portions of San Bernardino County within the Glen Helen Specific Plan area are served by the San Bernardino's County Sheriff Department (SBCSD). Response times to the area are depended upon the type of calls for service. The SBCSD reviews staffing needs on a yearly basis and adjusts service levels as needed to maintain an adequate level of public protection.

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The design, construction, and operation of the proposed project in accordance with County Standards and payment of Development Impact Fees would offset any increase in demand for police services. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

The project site is within the San Bernardino Unified School District boundaries. Construction activities would be temporary and would not result in any population growth. During site operations, a few employees would be stationed on-site. Therefore, the proposed project would not draw any new residents to the region that would require expansion of existing schools or additional schools. Collection of applicable development impact fees would occur, consist with the requirements of State law, but no impacts are expected related to school facilities and no mitigation measures are required.

The proposed project would allow for the operation of a gas station/convenience store and fast-food restaurant. Such uses would not induce residential development nor increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the proposed project would place no demands on parks, because it would not involve the construction of housing and would involve only the temporary introduction of a few employees into the area. Therefore, no impacts are identified or anticipated, and mitigation is not required.

The proposed project would not result in an increased residential population or a significant increase in the work force as the project involves the development of gas station/convenience store and fast-food restaurant. Therefore, implementation of the proposed project would not adversely affect other public facilities or require the construction of new or modified facilities. Therefore, no significant adverse impacts are identified and mitigation is not required.

4.16 RECREATION

Would the project:

a)	Increases the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.16.a) No Impact. The proposed project would allow for the operation of a gas station/convenience store and fast-food restaurant. Such uses would not induce residential development nor increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of any facilities would result. Operation of the proposed project would place no demands on parks, because it would not involve the construction of housing and would involve only the temporary introduction of a few employees into the area. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

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b)	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.16.b) No Impact. The proposed Project does not include the construction or expansion of recreational facilities to meet demands of residential development. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

4.17 TRANSPORTATION/TRAFFIC

Would the project:

a)	Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

4.17.a) Less Than Significant with Mitigation Incorporated. A Traffic Impact Analysis (TIA) dated September 8, 2022, was prepared for the proposed project to provide an assessment of potential traffic impact resulting from the proposed project. The TIA showed no adverse impacts to level of service standards in year 2024. However, the TIA identifies the traffic mitigation measure necessary to maintain the established level of service standard for year 2040 to address the future impacted intersection of Devore Rd at Cajon Blvd. The traffic mitigation involves the installation of a five-phase traffic signal with protective left-turn phasing on Cajon Blvd. Because the proposed project is estimated to contribute 23.55 percent of the total traffic impacts at the intersection in 2040, a Project Fair-Share analysis determined the fair-share contribution fee to offset all year 2040 with project intersection impacts. The County of San Bernardino will utilize the TIA for the preparation of Conditions of Approval for the Proposed Project.

An assessment of transit system did not find any impacts related to bus transit in the area.

Mitigation Measures:

Traffic-1 The project shall participate in the phased installation of a five-phase traffic signal with protective left-turn phasing on Cajon Blvd at Devore Road and a raised median shall be installed on Cajon Boulevard and on Devore Road and implement all necessary signing and striping improvements through payment of the project's fair share of traffic signal mitigation fees. The fees shall be collected and utilized as needed by County of San Bernardino to install the traffic signal and provide signing and striping improvements necessary to

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maintain the required level of service. The total fair share contribution at the present time, the estimated cost is \$141,300.00. This amount will be adjusted to reflect actual construction costs incurred, if available, or will be adjusted to account for future construction costs using the Caltrans Construction Cost Index. With the following mitigation the proposed project will not conflict with the County of San Bernardino's plans, ordinances, or polices establishing measure of effectiveness for the performance of the circulation system.

b)	Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17. b) Less Than Significant. The TIA determined that the proposed project is a project which serves the local community (local serving gas station) and will have the potential to reduce VMT in the project area. Therefore, no significant impacts are identified and mitigation is not required.

c)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.c) Less Than Significant. The project site is relatively flat and adjoins streets with good line of sight visibility. The project does not include a geometric design feature or incompatible use that would substantially increase hazards. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

d)	Result in inadequate emergency vehicle access?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.17.d) Less Than Significant. As required by the County, the project would provide two driveways with a minimum width of 26 feet to allow for emergency access. The proposed project would be subject to any conditions required by the San Bernardino County Fire Department to maintain adequate emergency access. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

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4.18 TRIBAL CULTURAL RESOURCES

Would the project:

<p>a) 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 size scope of landscape, sacred place, or object with cultural value to a California Native American tribe and is:</p> <p>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</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?</p>	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.18ai) Less Than Significant. The *Cultural Resources Assessment*, prepared by LSA, October 2021, confirmed that the project site does not contain any features or resources listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. As such, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

4.18.ii) Less Than Significant. On Date February 6, 2023, the County of San Bernardino distributed notification via e-mail pursuant to AB52 to the following five tribes: Gabrieleno Band of Mission Indians - Kizh Nation, San Gabriel Band of Mission Indians, Soboba Band of Luiseño Indians, Morongo Band of Mission Indians, and San Manuel Band of Mission Indians. No comments were received as March 7, 2023 . As such, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

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4.19 UTILITIES/SERVICE SYSTEMS

Would the project:

a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation which could cause significant environmental effects?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.a) Less Than Significant. The Project area is currently within the Devore Water Company service area for water, SoCal Gas for gas, SoCal Edison for electricity and Verizon for phone services. At present, a sewer pipeline traverses Cajon Blvd. approximately two miles south of the property, with no immediate sewer line available to the project site for the foreseeable future. Therefore, an onsite septic system designed to accommodate the wastewater flows from the proposed project will be constructed. This will include an oil/water separator installed at the connections of the fast-food restaurant to the septic system. The Devore Water Company anticipates adequate water supply even in multiple dry years. Therefore, water supplies would be sufficient to serve the proposed project site.

SoCal Edison, SoCal Gas, and Verizon all have existing connections adjacent to the property and adequate capacity to serve the proposed project. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.b) Less Than Significant. The Project Site is currently served by the Devore Water Company (DWC). According to the Devore Water Company, estimates water supplies are adequate during normal, dry and multiple dry years between 2020 and 2040. Since DWC currently serves the Project area and most of projected site demand would occur from irrigation of site landscaping, implementation of the proposal would not lead to a substantial increase in water demand. Water supplies would therefore be sufficient to serve the proposed Project (as amended to remove the car wash) and reasonably foreseeable future development. No significant impacts are identified or anticipated, and no mitigation measures are required.

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

4.19.c) Less Than Significant. As noted previously in subsection a) above, DWC does not have sewer lines that serve the project site. Utilization of an on-site septic system will occur and would be subject to approval of the County Environmental Health Services. As such, no impacts are identified or anticipated, and no mitigation measures are required.

d)	Generate solid waste in excess of stat or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.d) Less Than Significant. The project site is currently within the refuse collection area of Burrtec Waste Industries. Solid waste generated at the Project Site is disposed of at either the San Bernardino County Mid-Valley Landfill (36-AA-0055), or other active landfills as necessary. Burrtec's operators determine the final disposal location on a case-by-case basis. The Mid-Valley Landfill has a maximum throughput of 2,000 tons per day, an expected operational life through 2045, and a remaining capacity of 61,219,377 cubic yards, as of June 2019. The proposed Project involves a trailer truck storage facility, with little solid waste generated on-site. No additional demand on waste services is anticipated. The Project would be served by a landfill with sufficient permitted capacity to accommodate its solid waste disposal needs. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

e)	Comply with federal, State, or local statues and regulations related to solid waste?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.19.e) Less Than Significant. The County of San Bernardino Solid Waste Management Division reviews and approves all new construction projects that require a Construction and Demolition Solid Waste Management Plan (waste management plan). A project's waste management plan consists of two parts which are incorporated into the Conditions of Approval (COA's) by the County of San Bernardino Solid Waste Management Division. As part of the

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plan, proposed projects are required to estimate the amount of tonnage to be disposed and diverted during construction. Disposal/diversion receipts or certifications are required as a part of that summary.

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

4.20 WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard zones, Would the project:

a)	Substantially impair an adopted emergency evacuation plan?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.20.a) Less Than Significant. The routes nearest to the project site that are paved and suitable in the event of an evacuation are Devore Road and Cajon Boulevard. The closest designated evacuation route is Interstate 215, which is parallel with the property just to the east. Access to Interstate 215 is available approximately 250 feet to the east of the property. Therefore, operations and construction of the proposed project would not interfere with the use of these routes during an evacuation. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Furthermore, the project site does not contain any emergency facilities. Continued operations at the project site would not interfere with an adopted emergency response or evacuation plan. Existing driveways would be maintained for ingress/egress and no new driveways are proposed. No impacts are identified or anticipated, and no mitigation measures are required.

b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from wildfire or the uncontrolled spread of a wildfire?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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4.20.b) Less Than Significant. The project site is relatively flat and located within a commercial corridor with general commercial and residential related uses. Fire safety areas are prone to wildfires and require additional development standards. The project site and its vicinity are located within a very high fire hazard area, as displayed on the San Bernardino Countywide Plan Map HZ-5 Fire Hazard Severity Zone.

The Project site would be developed a gas station/convenience store and fast-food restaurant. The property would be primarily paved. Although wildfire hazards exist within the area, the area has a significant level of urban development and minimal vegetation, except for annual grasses on some properties. As such, the risk to persons or property is minimal. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

a) 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 rara or endangered plan or animal or eliminate important examples of the major periods of California History?	Potentially Significant Impact <input type="checkbox"/>	Less than Significant with Mitigation Incorporated <input type="checkbox"/>	Less than Significant <input checked="" type="checkbox"/>	No Impact <input type="checkbox"/>
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4.21.a) Less Than Significant.

The proposed project site was evaluated for the potential presence of or suitable habitat for any State/federally listed and/or State candidate species. Suitable habitat is absent from the subject property for State/federally listed and/or State candidate species and the Project will have no effects to these species.

The site contains limited suitable for habitat for special-status nesting birds, California horned lark, as well as other non-special-status bird species. Nesting bird species with potential to occur within the project are protected by California Fish and Game Code Sections 3503, 3503.5, and 3800, and by the Migratory Bird Treaty Act (16 USC 703–711). These laws regulate the take, possession, or destruction of the nest or eggs of any migratory bird or bird of prey.

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Impacts associated with the proposed project would not be considered individually or cumulatively adverse or considerable. Impacts identified in this Initial Study have been found to be less than significant impact based upon the completion of individual studies for biological resources, air quality and greenhouse gases, and VMT and evaluations for cultural resources. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

c)	Does the project have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant	No Impact
		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

4.21.c) Less Than Significant. The project site is not in located in an area that is susceptible to geologic hazards, with the exception of ground shaking during a geological event. The proposed project would be built to seismic standards required of the building code. Therefore, implementation of the proposed Project would not have environmental effects that would cause substantial adverse effects on human beings. At a minimum, the project will be required to meet the conditions of approval for the project to be implemented, including recommended mitigation measures that would be incorporated as conditions of approval. It is anticipated that all such conditions of approval will further ensure that no potential for adverse impacts will be introduced by construction activities, and current or future land uses authorized by the Project approval. Therefore, no significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

4.22

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

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SECTION 5.0 REFERENCES

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_____ San Bernardino County Fire Stations. Website: <https://sbcfire.org/firestations/> (website visited November 2022).

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5.1 PROJECT-SPECIFIC REFERENCES

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_____ Biological Resources Assessment for the ARCO Gasoline Service Station Project. October 25, 2021.

_____ Cultural Resources Assessment for the Proposed ARCO Gasoline Service Station Project. October 2021.

_____ Noise and Vibration Impact Analysis, Gasoline Service Station Project. October 2021.