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:	0537-162-05	***USGS Quad:***	Yermo
Applicant:	LAV/Pinnacle Engineering 12418 Rosedale Highway, Suite A Bakersfield, CA 93312	***T, R, Section:***	T09N / R01E Section 1
Location	Calico Road, Community of Yermo	***Thomas Bros***	
Project No:	PROJ-2019-00010	***Community Plan:***	Yermo Community Services District
Rep:	LAV/Pinnacle Engineering 12418 Rosedale Highway, Suite A Bakersfield, CA 93312	***LUZD:***	Yermo/Commercial Highway (Y/CH)
Proposal:	Minor Use Permit to construct a 13,000 square foot travel center comprised of a convenience store, drive-through restaurant with a gasoline fueling station consisting of ten (10) gasoline fueling stations and a diesel truck fueling station consisting of five (5) diesel fueling stations on a 5.72-acre parcel located on the southwest side of Calico Road (APN 0537-162-05)	***Overlays:***	N/A

PROJECT CONTACT INFORMATION:

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

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Project Sponsor: LAV/Pinnacle Engineering
12418 Rosedale Highway, Suite A,
Bakersfield, CA 93312

PROJECT DESCRIPTION:

Summary

The project site is located on the southwest side of Calico Road approximately 0.30 mile southeast of the Interstate 15 (I-15)/Calico Road off-ramp in the unincorporated community of Yermo, San Bernardino County. The project proposes to construct a travel center fueling station with convenience store and fast-food drive-through restaurant on approximately 5.72 acres of undeveloped land. The proposed 13,000 square foot building would contain approximately 9,500 square feet of interior floor space to serve as a convenience store and approximately 3,500 square feet of interior floor space for a future-tenant fast food drive-through restaurant. The project would also provide ten (10) gasoline fueling pump stations and five (5) diesel fueling pump stations and would operate 24 hours a day, seven days a week to serve traveling motorists and residents to the surrounding region. An RV dump statation and truck scale for tractor trailer semis are proposed for vehicle and transportation.The project would provide three (3) points of access with one ingress/egress driveway situated on Telstar Court, one driveway situated midway along project property fronting Calico Road and one driveway located at the southeast corner of the property abutting Calico Road.

Project Location, Existing Site Land Uses and Conditions

The project site is in the central portion of the San Bernardino County within the Yermo Community Services District; refer to **Figure 1**, ***Regional Map***. As shown on **Figure 2**, ***Vicinity and Aerial Map***, the 5.72-acre project site is bordered by Telstar Court the north; Calico Road to the northeast with a service station north of Calico Road; single-family residences to the northeast; and open desert to the south and west.

Regional access to the project site is provided by Interstate 15 (I-15), located approximately 0.27 miles northwest of the project site. Local access to the project site is provided from Calico Road. Project site access would be provided via two driveways off of Calico Road and one driveway off of Telstar Court. No vehicular access is currently provided to the project site.

Vegetation on the project site is limited to desert shrubs and sparse ruderal species. The site is virtually flat with little to no elevation change at 1,939 feet above mean sea level (msl). The project site generally drains in an east/southeast direction. The project site is undeveloped with evidence continuous off road vehicle (OHV) distrurbance travel throughout the site followed by a portion of unpermitted grading to the central portion of the project (See Figure 6 Site Photos).

Land uses near the project site include the following:

- North: Calico Road and a gasoline service station (northeast) and single-family residences (northeast).
- South: Vacant undeveloped land.
- East: Calico Road and single-family residences.
- West: Vacant undeveloped land.

Land Use Designation

The project site and surrounding properties are governed by the San Bernardino Countywide Plan and Development Code. As shown in **Figure 3**, ***Land Use and Zoning***, the project site has a land use designation of Commercial (C) and a zoning designation of Highway Commercial (CH). Per San Bernardino County Development Code Section 82.05, Commercial Land Use Zoning Districts, the CH Zoning designation allows for retail trade and personal services, repair services, lodging services, professional services, recreation and entertainment services, and similar and compatible uses. The project would not require a zone change and is consistent with existing designation. Discretionary actions would include a Minor Use Permit for the project development.

Surrounding Land Uses and Setting

Surrounding properties to the north and west are designated Commercial (C), Rural Living (RL) to the south and Low Density Residential (LDR) to the west.

AREA	EXISTING LAND USE	LAND USE DESIGNATION	ZONING DESIGNATION
Site	Vacant	Commercial	Highway Commercial (CH)
North	Gas Station and Retail	Commercial	Highway Commercial (CH)
South	Vacant	Rural Living	Rural Living (RL)
East	Single-Family Residences	Low Density Residential (LDR)	Single Residential (RS-10)
West	Vacant	Commercial	Highway Commercial (CH)

Site Development

The proposed site plan is shown in **Figure 4, *Site Plan*.** Project implementation would allow construction of a 13,000 square foot building situated at the center of the property, including approximately 9,500 square feet of interior floor space to serve as a convenience store and approximately 3,500 square feet of interior floor space for a future-tenant fast food drive-through restaurant. The proposed fueling station component of the project would include ten (10) gasoline fuel pumping dispenser stations and five (5) diesel fuel pumping stations, both of which would be sheltered under a 20-foot metal canopy cover. The vehicle and transportation maintenance component would include an RV dump station and a truck scale for tractor trailer semis. A 25-foot diameter fire water storage tank and pump house situated adjacent to the drive thru lane are also proposed as part of an onsite fire suppression system.

Overall, the project would employ a total of 5-7 full-time employees, 5-7 part-time employees, and is anticipated to operate from 5:00 am to 10:30 pm, 7 days a week for the convenience store, 5:00 am to 10:30 pm 7 days a week for the drive-thru restaurant, and 24 hours a day, 7 days a week at diesel and gasoline fueling bay pump stations to serve traveling motorists, truck drivers and residents in the surrounding region. As shown in **Figure 5, *Elevations***, the proposed building would have a maximum building height of 28 feet, which is under the 35-foot maximum height limit for the CH Zoning District as stipulated by San Bernardino County Development Code Section 82.05. As shown in **Figure 6, Canopy Elevations**, the Project will have two canopies with a 20 foot tall canopy for gasoline pumping bay stations and one 20 foot tall canopy for diesel pumping bay stations.

Parking and Circulation

Access to the site would be provided via three (3) points of access with one ingress/egress driveway situated on Telstar Court, one ingress/egress driveway situated midway along project property fronting Calico Road, and one egress-only driveway located at the southeast corner of the property abutting Calico Road. The project would provide 77 parking spaces, pursuant to San Bernardino County Development Code Chapter 83.11, *Parking and Loading Standards*. Of the 77 stalls, 4 Americans with Disabilities (ADA) stalls would be provided, 10 EV charging stalls would be provided under a cover, and 63 stalls would be standard stalls.

Landscaping

Approximately 52,072 square feet (21 percent) of the project site would be landscaped. Landscaping would be provided along the Calico and Telstar Road frontages with a monument sign provided at the project's northernmost boundary (abutting the confluence of Calico and Telstar Road). Landscaping would also be provided along the western and southern property boundaries, and would encircle both sides of the drive-through lane and along the south side of the proposed building. The project's planting and irrigation plans are required to comply with San Bernardino County Development Code Chapter 83.10, *Landscaping Standards*, which establishes requirements for landscape design, irrigation system design, and water-use efficiency.

Utility Infrastructure

The proposed project would be served by existing utility infrastructure extended to the site from Calico Road. Telephone communications, electrical, water, and irrigation connections would be provided at the northeast portion of the project site abutting Calico Road. Additionally, the project proposes an underground septic system along the southern portion of the property and one infiltration basin along the southeastern portion of the property to attenuate peak flows, detain storm water volumes, and provide water quality treatment. An onsite fire suppression system is also proposed, including a 25-foot diameter fire water storage tank and a pump house.

Grading

Approximately 249,163 square feet of soil would be disturbed as a part of the project. Project grading assumes approximately 4,158 cubic yards of import soil and 14,517 cubic yards of exported soil. Overexcavation would reach depths of at least four (4) feet below existing grade and at least two (2) feet below proposed building pad subgrade elevation. See **Appendix B, *Grading and Drainage Plan***.

ADDITIONAL APPROVALS REQUIRED BY OTHER PUBLIC AGENCIES

Federal: None

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

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

Local: Yermo-Calico Fire Department

Figure 1 - Regional Map

Figure 2 - Vicinity and Aerial Map

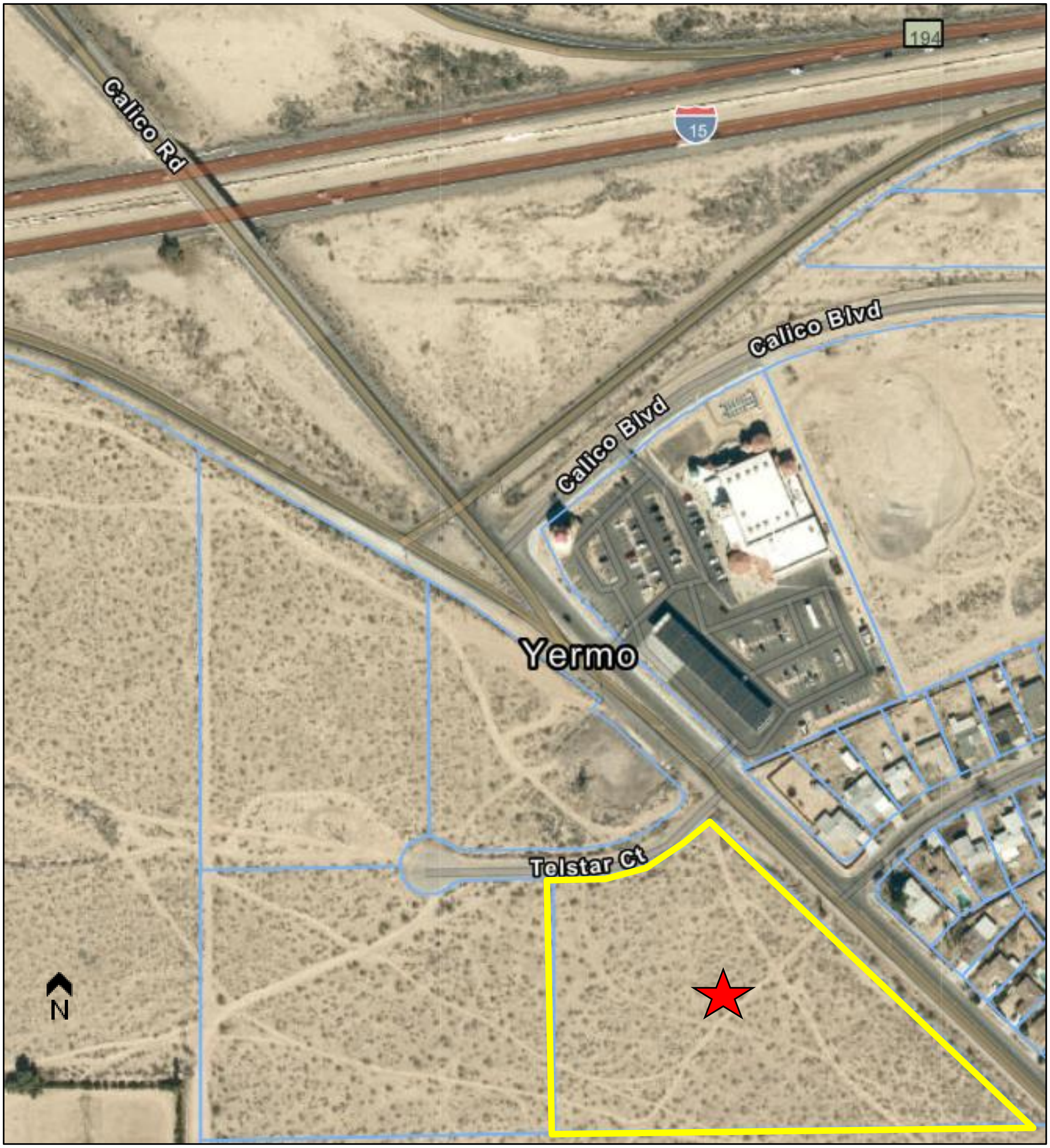


Figure 3 - Land Use and Zoning

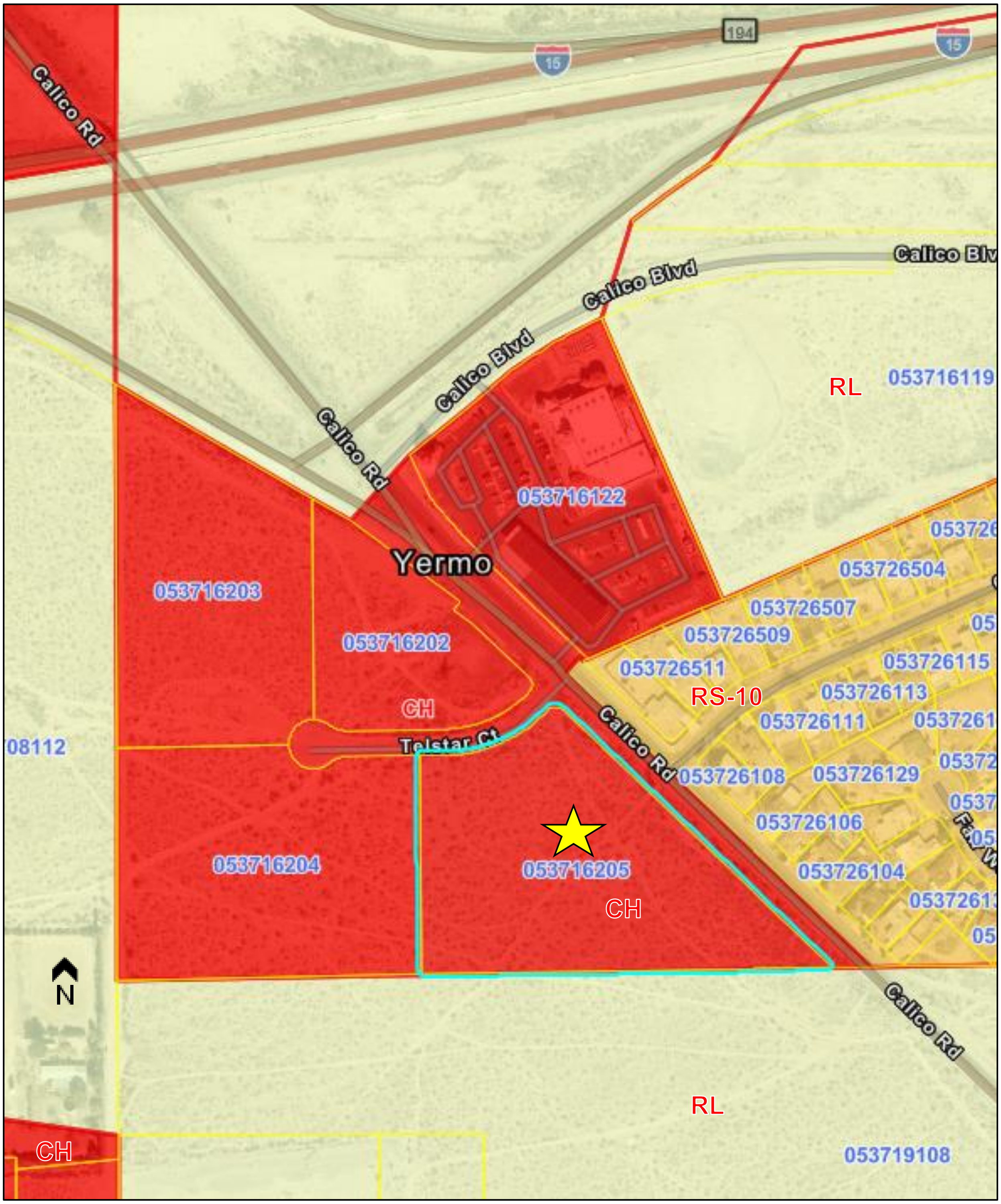


Figure 4 - Site Plan

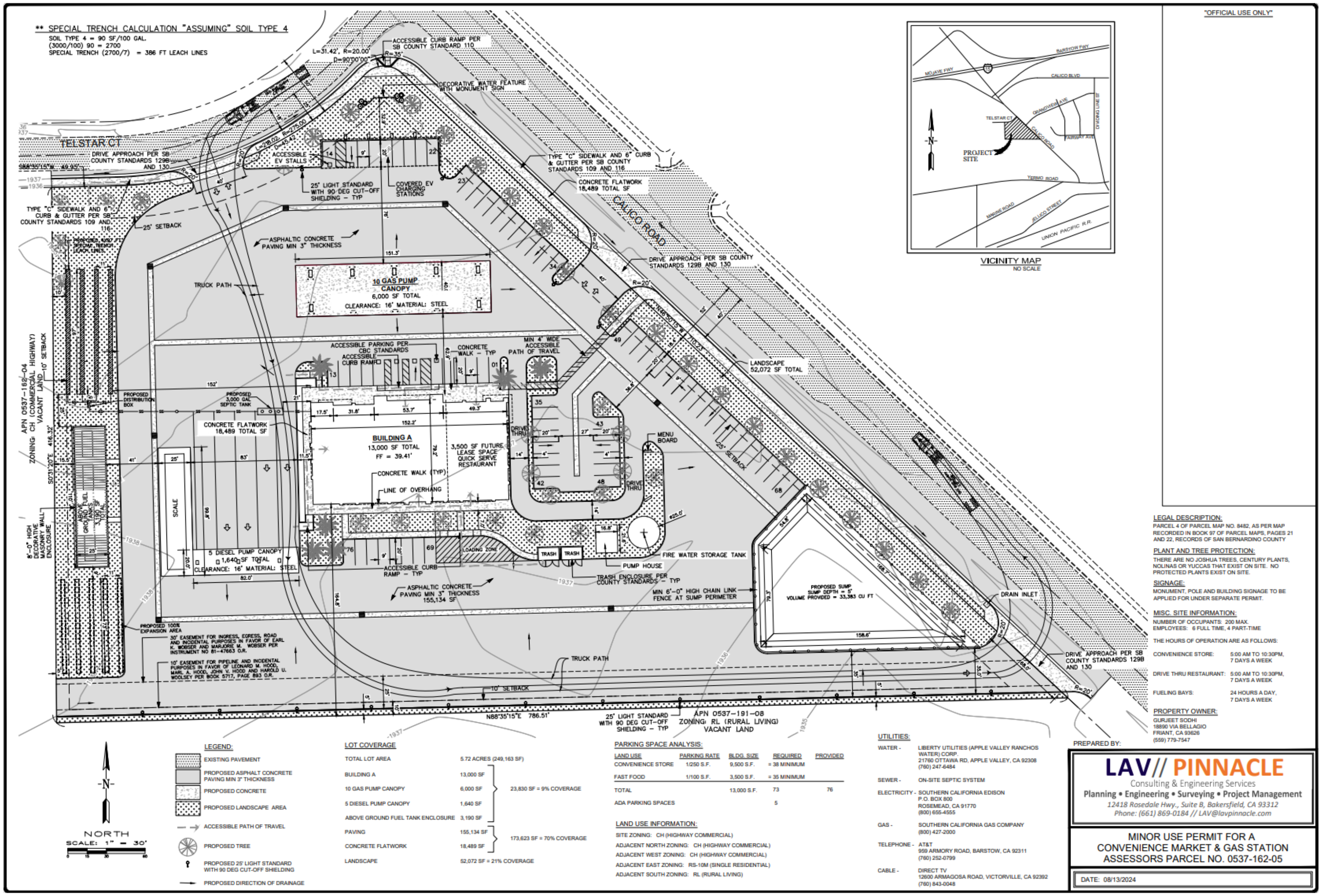


Figure 5 - Elevations

Figure 6 – Canopy Elevations

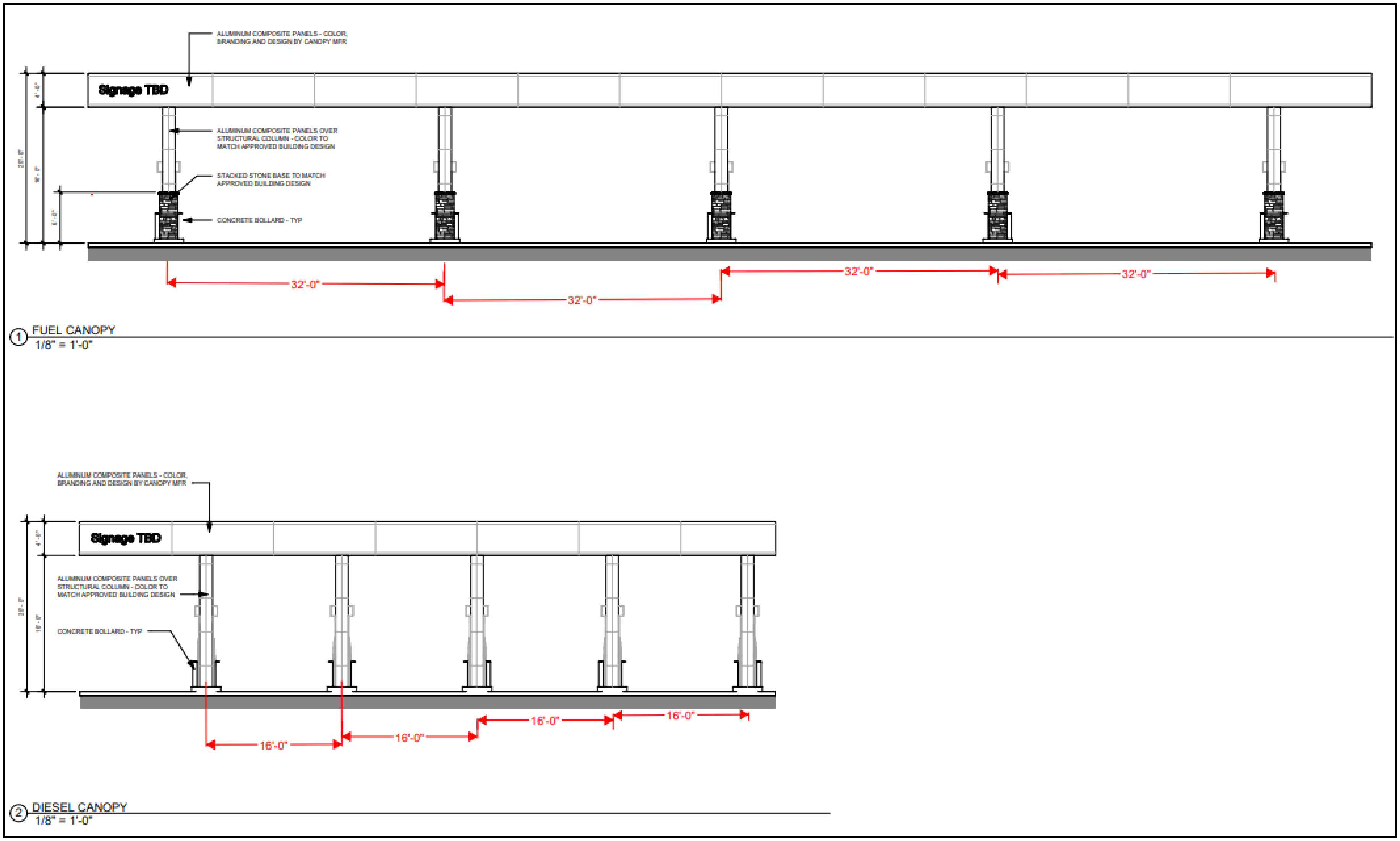
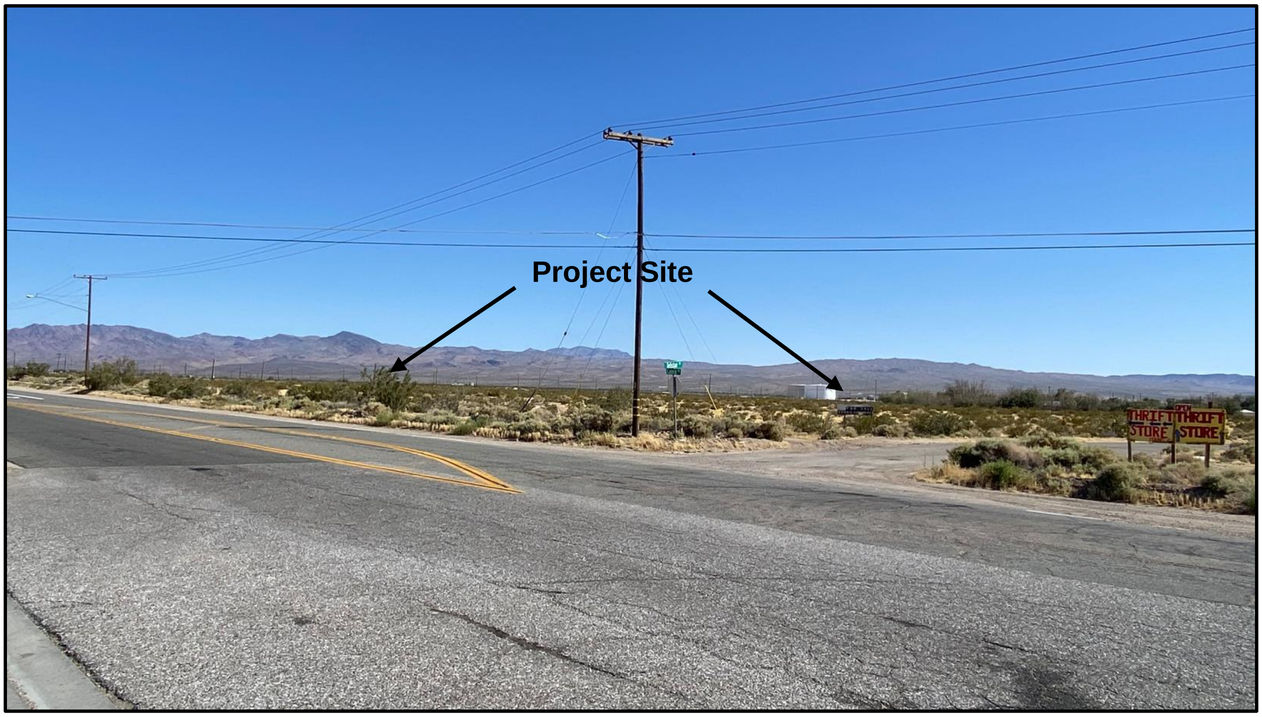


Figure 7 – Site Photos



Project Site northern corner facing south at Calico Road Telstar Court

Project Site southeast corner facing north.

Project Site eastern boundary between southeast and northeast corner facing facing norhthwest off of Calico Road.

CONSULTATION WITH CALIFORNIA NATIVE AMERICAN TRIBES

On March 17, 2020, Dudek and Associates submitted a Sacred Lands File (SLF) and Native American Contacts List Request with the Native American Heritage Commission (NAHC). NAHC provided a Dudek and the County with a list of Tribal Governments of the reqion that may also have knowledge of cultural resources in the project area.

On April 16, 2020, Dudek corresponded via email to all NAHC listed Tribal Governments, of which, only Yuhaaviatam San Manuel Nation initially responded on May 15, 2024.

On August 26, 2020, the San Bernardino County mailed notification pursuant to Assembly Bill (AB-) 52 to the following tribes and emailed notification on September 2nd and 3rd, 2020. Twenty-nine Palms Band of Mission Indians, Morongo Band of Mission Indians, San Manuel Band of Mission Indians, The Fort Mojave Indian Tribe and Colorado River Indian Tribes. Requests for consultations were due to the County by September 26, 2020. The table below shows a summary of comments and responses and any comments received are included (Appendix C-1).

AB 52 Consultation

Tribe	Email/Comment Letter Received	Summary of Response	Conclusion
Twenty-nine Palms Band of Mission Indians	N/A	N/A	N/A
San Manuel Band of Mission Indians	April, 16, 2020 September 3, 2022	No request for consultation but requested Mitigation Measures be included.	Mitigation measures are included in this Initial Study
Morongo Band of Mission Indians	N/A	N/A	N/A
Fort Mojave Indian Tribe	N/A	N/A	N/A
Colorado River Indian Tribes	N/A	N/A	N/A

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

EVALUATION FORMAT

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

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

Substantiation is then provided to justify each determination. One of the four following conclusions is then provided as a summary of the analysis for each of the major environmental factors.

1. **No Impact**: No impacts are identified or anticipated and no mitigation measures are required.

2. **Less Than Significant Impact**: No significant adverse impacts are identified or anticipated and no mitigation measures are required.
3. **Less Than Significant With Mitigation Incorporated**: Possible significant adverse impacts have been identified or anticipated and the following mitigation measures are required as a condition of project approval to reduce these impacts to a level below significant. The required mitigation measures are: BIO-1 and -2; CULT-1, -2, -3 and -4; GEO-1; TC-1 and TC-2; and TRA-1 and -2
4. **Potentially Significant Impact**: Significant adverse impacts have not been identified or anticipated. An Environmental Impact Report (EIR) is required to evaluate these impacts.

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

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency)

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

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

Jon Braginton
09/10/2024

Signature: (prepared by Name, Planner) _ Date

Gina Gibson
09/10/2024

Signature:(Name, Supervising Planner) Date

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the Project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
SUBSTANTIATION: *(Check ☐ if project is located within the view-shed of any Scenic Route listed in the General Plan):*				
San Bernardino Countywide Plan, 2020; Submitted Project Materials				

a) **Less than Significant Impact**. The County is divided into three planning regions: Valley, Mountain, and Desert. The project is located in the Desert Region, within the Yermo Community Services District. Natural vistas and features in the Desert Region include the Calico Mountains, approximately 1.5 miles to the north, and the Rodman Mountain Range, approximately 8.5 miles to the south. Views of these mountain ranges are available from the project site and adjacent streets and properties. The project site is not within a highly developed area. Existing development and structures are limited to the existing travel center service station (“Eddie World”) to the north and residences the northeast and east.

The project would allow for the construction of a 13,000 square foot building with a fueling station and drive-through restaurant. The building would have a maximum building height of 28 feet, which is under the maximum 35-foot height limit for the CH Zoning District as stipulated by San Bernardino County Development Code Section 82.05, *Commercial Land Use Zoning Districts*. With development of the project site, views of the mountains would still be visible from Calico Road and Telstar Court. Based on the proposed building height, and the distance between the project and surrounding mountain ranges, views of these scenic features would remain unobstructed. Therefore, the impact on scenic features would be less than significant.

b) **No Impact**. According to Countywide Plan Policy Map NR-3, *Scenic Routes and Highways*, I-15 is designated as a County scenic route and eligible as a State scenic highway. The nearest State-designated scenic highway is State Route (SR-) 66, approximately 3.5 miles south of the project site. There are no trees, rock outcroppings, or historic buildings with a State scenic highway located within the project area. Therefore, no impact on State scenic highways would occur.

c) **Less than Significant Impact**. The project site is located in semi-urbanized area of the County. Surrounding development is limited to an existing travel center service station to the north, residences the east, and open desert to the south and west. Vegetation on the project site is limited to desert shrubs and sparse ruderal vegetation. The project site is zoned CH and would meet the County's development standards and requirements for the Desert Region. The Countywide Policy Plan identifies several goals and policies for scenic resources in the Desert Region, which under Policy NR-4.1, *considers the location and scale of development to preserve regionally significant scenic vistas and natural features, including prominent hillsides, ridgelines, dominant landforms, and reservoirs.*

The project's architectural features would be similar to nearby commercial development, including the existing neighboring travel service center the north. As shown in **Figure 5, *Elevations***, the building would feature non-two-dimensional siding consisting of architectural wall and column projection accents, raised parapets, angled roof covering, mounted side wall stone veneer, and earthtone colors. The project is intended to complement the existing surrounding topography and would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. The proposed project would be consistent with County development standards for the CH land use designation and would not conflict with the goals and policies in the Countywide Plan. Therefore, impacts would be less than significant.

d) **Less than Significant Impact**. Existing sources of light in the immediate project area include lighting from existing residential development to the northeast/east and from the existing travel center service station to the north.

The predominant source of light impacts on the project site would be related to the exterior lighting, building lighting, and vehicle headlights. The proposed project would be required to comply with San Bernardino County Development Code Section 83.07.040, *Glare and Outdoor Lighting – Mountain and Desert Region*, which provides standards for outdoor lighting in the Desert Region. Section (a) of this sub-chapter states:

(1) Maximum Height. Residential pole lighting shall not exceed 12 feet in height.

(2) Shielding Requirements. New permitted lighting for new construction, unless exempt in compliance with Section 83.07.040(e), *Exempt Lighting and Fixtures*, below, shall be shielded in compliance with the requirements outlined in Table 83-7, *Shielding Requirements for Outdoor Lighting in the Mountain Region and Desert Region*, in order to preclude light pollution or light trespass on:

(A) Adjacent property;

(B) Other property within the line of sight (direct or reflected) of the light source; or

(C) Members of the public who may be traveling on adjacent roadways or rights-of-way.

Project lighting would be directed inward and downward and/or shielded to minimize the light from adversely affecting adjacent properties. As shown in **Figure 5**, ***Elevations***, proposed exterior lighting would consist of traditional oldage lighting that would be mounted to exterior walls of the building and would shield lighting from projecting onto adjacent properties. Implementation of these design features and adherence with the San Bernardino County Development Code would ensure that the impact would be less than significant.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526 and by Government Code Section 51104(f)), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forestland or conversion of forestland to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?	☐	☐	☐	☒
SUBSTANTIATION: *(Check ☐ if project is located in the Important Farmlands Overlay).*				
San Bernardino Countywide Plan, 2020; California Department of Conservation Farmland Mapping and Monitoring Program; Submitted Project Materials				

a) **No Impact.** According to the California Department of Conservation (DOC) California Important Farmland Finder, the project site is classified as "Other Land". The DOC defines "Other Land" as "Land not included in any other mapping category[1]. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land." As such, the project site is not located in an area designated as important farmland by the DOC.

In addition, the project area consists of open desert land with no history of past agricultural activities. Therefore, no impact would occur.

b) **No Impact**. According to the California DOC Williamson Act Enrollment Finder, the project site is not located within or near to Williamson Act contract designated parcels[2]. The project site is designated CH and does not contain any overlays related to agriculture. Therefore, no impact would occur.

c) **No Impact.** The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code (PRC) Section 12220(g)), timberland (as defined by PRC Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). The zoning designation for the project site is CH and is bordered by CH to the north, RL to the south, RS-10 to the east and CH to the west. The project area consists of open desert land with no history of past agricultural activities. Therefore, no impact would occur.

d) **No Impact.** The proposed project would not conflict with existing zoning for forest land, timberland, or timberland production. The project site is undeveloped with evidence continuous off road vehicle (OHV) distrurbance travel throughout the site followed by a portion of unpermitted grading to the central portion of the project. There are no forest or timberland resources on or proximate to the project site, and the existing and proposed zoning designations do not permit such uses. As a result, no loss or conversion of forestlands to urban uses would result from the project's implementation and no impact would occur.

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

Therefore, no significant adverse impacts associated with Agriculture and Forestry Resources are identified or anticipated, and no mitigation measures are required.

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[1] California Department of Conservation (DOC) Important Farmland Finder, https://maps.conservation.ca.gov/dlrp/ciff/. Accessed July 19, 2023.
[2] California Department of Conservation (DOC) Williamson Act Enrollment Finder, https://maps.conservation.ca.gov/dlrp/WilliamsonAct/. Accessed July 19, 2023.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
III. 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?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d) Result in emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
SUBSTANTIATION: *(Discuss conformity with the Mojave Desert Air Quality Management Plan, if applicable).*				
San Bernardino Countywide Plan, 2020; Appendix A: Yermo Travel Center Air Quality and Greenhouse Gas Report **(Birdseye Planning Group, March 2023)**				

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

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

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

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

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

Table 1: Mojave Desert Air Quality Management District Emissions Thresholds

Pollutants	Annual Thresholds (tons)	Daily Thresholds (pounds)
Greenhouse Gases (CO_2e)	100,000	548,000
Carbon Monoxide (CO)	100	548
Nitrogen Oxides (NO_X)	25	137
Volatile Organic Compounds (VOC)	25	137
Sulfur Oxides (SO_X)	25	137
Particulate Matter (PM_{10})	15	82
Particulate Matter ($PM_{2.5}$)	12	65
Hydrogen Sulfide (H_2S)	10	54
Lead (Pb)	0.6	3

Source: Mojave Desert Air Quality Management District, MDAQMD CEQA and Federal Conformity Guidelines, February 2020.

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

Construction Emissions

Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM_{10} and $PM_{2.5}$) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROGs) that would be released during the drying phase upon application of architectural coatings. Construction would generally consist of site preparation, grading, construction of the proposed buildings, paving, and architectural coating.

The project site preparation phase would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. This analysis includes emissions associated with approximately 4,200 cubic yards of export during grading. The project would be required to comply with MDAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the MDAB. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with MDAQMD Rule 403.2 referenced above address ground disturbing activities and were included in California Emissions Estimator Model (CalEEMod) for site preparation and grading phases of construction:

1. The owner or operator of a source in an affected source category shall comply with the applicable requirements contained in this subsection unless and until the owner or operator has applied for and obtained a District-approved Alternative PM_{10} Control Plan pursuant to section (G).
2. The owner or operator of any Construction/Demolition source shall:
   a. Use periodic watering for short-term stabilization of Disturbed Surface Area to minimize visible fugitive dust emissions. For purposes of this Rule, use of a water truck to maintain moist disturbed surfaces and actively spread water during visible dusting episodes shall be considered sufficient to maintain compliance;
   b. Take actions sufficient to prevent project-related Track-out onto paved surfaces;
   c. Cover loaded haul vehicles while operating on Publicly Maintained paved surfaces;
   d. Stabilize graded site surfaces upon completion of grading when subsequent development is delayed or expected to be delayed more than thirty days, except when such a delay is due to precipitation that dampens the disturbed surface sufficiently to eliminate Visible Fugitive Dust emissions;
   e. Cleanup project-related track-out or spills on publicly maintained paved surfaces within twenty-four hours; and
   f. Reduce non-essential Earth-Moving Activity under High Wind conditions. For purposes of this Rule, a reduction in Earth-Moving Activity when visible dusting occurs from moist and dry surfaces due to wind erosion shall be considered sufficient to maintain compliance.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin early 2024 and extend through late 2024. The total area disturbed as a result of the project would be 5.27 acres with construction of the commercial buildings, fueling station, parking areas and stormwater basins. For modeling purposes, it was assumed the site would be watered two times daily. In addition to MDAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (150 g/L for nonflat coatings) as required by MDAQMD Rule 1113. **Table 2, *Project Construction Emissions,*** summarizes the estimated maximum mitigated daily emissions of pollutants occurring during construction.

Table 2: Project Construction Emissions

Construction Phase	Maximum Emissions (pounds per day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
2024 lbs/day	5.2	34.3	12.7	0.15	5.4	2.3
MDAQMD Regional Thresholds	137	137	548	137	82	82
MDAQMD Threshold Exceeded?	**n/a**	**No**	**No**	**No**	**No**	**No**

Source: Yermo *Travel Center Air Quality and Greenhouse Gas Report*, March 2023, Table 3, pg. 17.

As shown in **Table 2**, construction of the proposed project would not exceed the MDAQMD screening thresholds. A less than significant construction-related impact would occur.

Operational Emissions

An analysis of maximum daily emissions during operation was conducted to determine whether emissions would exceed daily thresholds for any pollutant of concern. The maximum daily operational emissions would occur at project buildout. The built-out project was modeled for year 2024, which is the estimated year of first occupancy. **Table 3**, ***Project Operational Emissions***, summarizes emissions associated with operation of the proposed project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), and area sources including landscape equipment and architectural coating emissions as the structures are repainted over the life of the project.

The majority of operational emissions are associated with vehicle trips to and from the project site. Passenger vehicle trip volumes were based on trip generation factors for a convenience store, high turnover restaurant and a 10-pump (20 fueling positions) fueling facility.

Table 3: Project Operational Emissions						
	Emissions (pounds per day)[1]					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Proposed Project						
Area	0.17	0.01	0.01	0.0	0.01	0.01
Energy	0.02	0.25	0.2	0.01	0.01	0.01
Mobile - Primary	12.3	5.2	70.6	0.13	15.5	4.1
Mobile – Heavy Truck	1.4	21.6	19.1	0.03	0.4	0.1
Maximum lbs/day	**13.9**	**27.1**	**89.9**	**0.17**	**16.3**	**4.2**
MDAQMD Threshold	137	137	548	137	82	65
MDAQMD Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**
urce: *Yermo Travel Center Air Quality and Greenhouse Gas Report*, March 2023, Table 4, pg. 19.						

As shown in **Table 3**, the net change in emissions would not exceed the daily MDAQMD threshold for ROG, nitrogen oxides (NO_X), carbon monoxide (CO), sulfur oxide (SO_X), particulate matter $(PM)_{10}$ or $PM_{2.5}$. Therefore, the project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant. Further, the project would not contribute to a cumulatively considerable impact.

c) **Less than Significant Impact**.

Construction-Related Toxic Air Contaminant Impacts

Certain construction projects can create the potential for toxic air contaminant emissions related to diesel particulate emissions associated with heavy equipment operations during construction. According to South Coast Air Quality Management District (SCAQMD) methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk." A cancer risk greater than 10 cases per 1,000,000 people exposed would be considered a significant impact. The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. The construction schedule duration would be approximately 6 months; however, only a portion of the overall construction work would require the use of diesel-powered equipment. The proposed project would not result in a long-term (i.e., 30 or 70 year) exposure to a substantial source of toxic air contaminant emissions; and thus, neighboring residents would not be exposed to the related individual cancer risk. Therefore, no significant toxic air contaminant impacts would occur during construction of the proposed project.

Carbon Monoxide Hotspots

As discussed, CO is a colorless, odorless, poisonous gas that may be found in high concentrations near areas of high traffic volumes. CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. The MDAB is in attainment of state and federal CO standards; thus, CO data is no longer collected and not all monitoring stations have CO data available.

Numerous factors are related to the formation of CO hotspots. The potential for CO hotspots in the MDAB is steadily decreasing because of the continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion and the already very low ambient CO concentrations. Furthermore, CO transport is extremely limited and disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels.

Typically, high CO concentrations are associated with roadways or intersections operating under congested conditions. Projects contributing to adverse traffic conditions may contribute to the formation of CO hotspots. The proposed project would add traffic to the adjacent road network; however, the site is located in a rural area and the road network does not have any known operational deficiencies that would be impacted by the project. Therefore, the project would not result in CO hot spots that could expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant.

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

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

Land uses typically associated with odors include agriculture, wastewater treatment plant, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Because the proposed uses of the project would not involve any of these uses, the operation of the proposed travel center would not generate unusual, atypical, or excessive odors that could affect a substantial number of people. Therefore, the project's operational odor impacts would be less than significant.

Therefore, no significant adverse impacts associated with Air Quality are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
IV. 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 US Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.), through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
SUBSTANTIATION: ***(Check*** ☐ *if project is located in the Biological Resources Overlay or contains habitat for any species listed in the California Natural Diversity Database).*				
***San Bernardino Countywide Plan, 2020*; Appendix B: *General Biological Resources Assessment, Travel Center Yermo, California APN 0537-162-05*. (RCA Associates, Inc., June 3, 2019).**				

a) **Less than Significant with Mitigation Incorporated.** The project site is undeveloped with evidence continuous off road vehicle (OHV) distrurbance travel throughout the site followed by a portion of unpermitted grading to the central portion of the project. The project site is bordered by undeveloped open desert to the south and west, residential development to the northeast, and a vacant lot and commercial development to the north. On-site vegetation includes creosote bush (*Larrea tridentata*) as the dominant species, white bursage (*Abrosia Dumosa*) as a co-dominant species, and salt bush (*Atriplex californica*). The site supports a variety of wildlife species with jackrabbits (*Lepus californicus*) and desert cottontails (*Sylvilagus audubonii*) observed during the field investigation conducted for the project's Biological Resources Assessment. Reptile observations were limited to a few Western whiptails (*Aspidoscelis tigris*) and and side-blotched lizards (*Uta stansburiana*). Bird species observed include mourning dove (*Zenaida macroura*) and common raven (*Corvus corax*).

Special-Status Plant Species

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

No special-status plant species were observed on the site during the habitat assessment. Based on habitat requirements for specific special-status plant species and the availability and quality of habitats needed by each species (as listed in Table 1 of the Biological Resources Assessment prepared for the project), the assessment determined that the project site does not support the potential for optimal habitat of Jackass-Clover (*Wislizenia refracta*). This species is not listed as federally or state endangered, however, is listed as CNPS Rare Plant Rank species.

Special-Status Wildlife Species

Special-status wildlife species are those species included on the CDFW "Special Animals" list. Special animals refer to all taxa tracked by the California Natural Diversity Database (CNDDB). Of the eleven (11) special status wildlife species known to occur in the surrounding region, there are five (5) bird species which could potentially occur on the site. These species include Prairie falcon (*Falco mexicanus*), LeConte's thrasher (*Toxostoma lecontei*), Golden eagle (*Aquila chrysaetos*), Burrowing owl (*Athene cunicularia*), and Tricolored blackbird (*Agelaius tricolor*). In the case of the Prairie falcon and Golden eagle, both of these raptors range over large areas during hunting activities and could infrequently forage over the site. Burrowing owl occurs in a variety of habitats and could potentially utilize abrupt topographical grading changes (rills, berms, dikes, etc.) for burrows; however, these do not exist on the project site and no burrowing owls were observed during the focused survey. Furthermore, the Tricolored blackbird is associated with aquatic habitats, which do not occur on the site. Therefore, Tricolored blackbird is not expected to occur on the site.

Desert tortoise is the only species listed as federally and state threatened. The species has been documented in the region, although no tortoises have been recently documented in the immediate area. The nearest documented sighting was located approximately 4.6 miles west of the project site. A protocol survey was conducted on May 29, 2019, to determine if the site supports the species. No tortoises or sign were observed during the survey and it was determined that the site does not support tortoises. However, due to the time that has transpired since the protocol survey (3 years) and to mitigate the potential impact to desert tortoise, **Mitigation Measure MM BIO-1** would be implemented, which requires the project to complete a preconstruction survey for desert tortoise prior ground disturbance activities.

Based on the proposed project footprint and existing site conditions, none of the special-status plant or wildlife species known to occur in the general vicinity of the project site are expected to be directly or indirectly impacted from implementation of the proposed project. Implementation of **Mitigation Measure MM BIO-1** would reduce potential impacts to special status species. Impacts to special-status species would be reduced to less than significant with mitigation.

Nesting Birds

Nesting birds are protected pursuant to the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (Sections 3503, 3503.5, 3511, and 3513 prohibit the take, possession, or destruction of birds, their nests or eggs). If construction occurs between February 1st and August 31st, the project would be required to perform a pre-construction clearance survey of nesting birds to occur three (3) days prior to the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds would be disturbed during construction. Implementation of **Mitigation Measure MM BIO-2** would ensure that impacts to nesting birds are reduced to less than significant.

b) **No Impact.** According to the Biological Resources Assessment prepared for the project, there are no riparian or aquatic habitats or federally protected wetlands or resources on the project site. The project site does not contain any water resources (e.g., blueline channels, streams, creeks, channels, vernal pools) nor would the proposed land uses potentially impact wetlands. No impact would occur.

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

d) **Less than Significant Impact.** Wildlife movement corridors are physical connections that allow wildlife to move between areas of suitable habitat in both undisturbed and fragmented landscapes. The project site has not been identified as occurring within a Wildlife Corridor or Linkage in the San Bernardino Countywide Plan. As identified by the San Bernardino Countywide Plan, major open space areas documented in the vicinity of the project site include the Mojave River located approximately 1.5 miles south of the project site. The project site is separated from the Mojave River by open desert, followed by Yermo Road and the Union Pacific Railroad yard and office.

The project site does not function as a major wildlife movement corridor or linkage. As such, implementation of the proposed project is not expected to have a significant impact to wildlife movement opportunities or prevent local wildlife movement through the area. Impacts would be less than significant.

e) **No Impact.** San Bernardino County Development Code Section 88.01.060, *Desert Native Plant Protection,* provides regulations for the removal or harvesting of specified desert native plants in order to preserve and protect the plants and to provide for the conservation and wise use of desert resources. Section 88.01.060 outlines desert native plants that shall not be removed or altered, with the exception of fruit, without obtaining a Tree or Plant Removal Permit.

Based on the results of the field investigation, neither Joshua trees nor Mojave yucca, which are both regulated by San Bernardino County Development Code Section 88.01.060 and California Desert Native Plant Act Section 80073, were not identified within or near to the project site boundaries. Therefore, no impact would occur.

f) **No Impact.** According to the CDFW's California Regional Conservation Plans map, the project site is not within a Natural Community Conservation Plan/Habitat Conservation Plan (NCCP) area. Moreover, the project site does not fall within an Open Space zoning district, as designated by the San Bernardino County Development Code. Therefore, the proposed project would not result in conflicts with provisions, goals, or policies, of the NCCP. No impact would occur.

Mitigation Program

MM BIO-1 A preconstruction clearance survey for desert tortoise shall be conducted by a qualified biologist at least 30 days prior to ground disturbing activities and documentation indicating such a survey has occurred shall be provided to the County.

MM BIO-2 If construction occurs between February 1st and August 31st, a pre-construction clearance survey for nesting birds shall be conducted within three (3) days of the start of any vegetation removal or ground disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a no-disturbance buffer. The size of the no-disturbance buffer will be determined by the wildlife biologist and will depend on the level of noise and/or surrounding anthropogenic disturbances, line of sight between the nest and the construction activity, type and duration of construction activity, ambient noise, species habituation, and topographical barriers. These factors will be evaluated on a case-by-case basis when developing buffer distances. Limits of construction to avoid an active nest shall be established in the field with flagging, fencing, or other appropriate barriers; and construction personnel will be instructed on the sensitivity of nest areas. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, construction activities within the buffer area can occur.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the Project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐
SUBSTANTIATION: ***(Check*** *if project is located in the Cultural* ☐ *or Paleontological* ☒ *Resources overlays or cite results of cultural resource review).*				
San Bernardino Countywide Plan, 2020**; Appendix C-1:** ***Phase I Cultural Resources Assessment for the Yermo Convenience Store and Gas Station Project*** **(Dudek, July 2020); Appendix C-2:** ***California Historical Resources Information System (CHRIS) Records Research*** **(South Central Coastal Information Center, June 2019)**				

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

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

An intensive-level pedestrian survey was conducted on the project site on April 20, 2020, as part of the project’s Cultural Resources Assessment, included as Appendix C-1. The survey resulted in two newly identified archaeological sites. These include one historic-period site comprised of a refuse scatter (Yermo-H-1) and one multi-component site, consisting of both prehistoric and historical resources comprised of discrete and widely dispersed historic-period refuse and one prehistoric flaked stone (Yermo-M-2). Based on the results of the preliminary survey, the site was revisited on July 1, 2020, to assess the newly identified archaeological resources for historical significance in consideration of the California Register of Historical Resources (CRHR) and local eligibility requirements. The two newly identified archaeological sites were recorded during the supplemental survey. Post-field analysis of the resources determined that the period of significance for both sites date between the mid-nineteenth to mid- to late twentieth century. As a result of the archival research, field survey, and resource significance evaluation, the two newly identified archaeological sites within the project site do not appear eligible for the CRHR or as a locally significant resource.

In addition, historic aerial review did not show any development or structures on the site. No landmarks designated by the County are located near the project site. On-site reconnaissance and survey did not identify any historical resources on site. Therefore, the project would have no impact on historic resources.

b) **Less than Significant with Mitigation Incorporated.** The project site is undeveloped with evidence continuous off road vehicle (OHV) distrurbance travel throughout the site followed by a portion of unpermitted grading to the central portion of the project. Project Site vegetation consists of creosote bush, white bursage and salt bush. No archaeological or prehistoric resources were noted on the project site during the site survey. A SLF search from the NAHC was positive for tribal resources. See Section XVIII, *Tribal Cultural Resources*, for additional analysis on tribal cultural resources and consultation.

A records search of the California Historical Resources Information System (CHRIS) at the South Central Coastal Information Center (SCCIC) did not identify any archaeological resources within the proposed project site. The records search identified sixteen (16) resources within a one-mile radius of the project site. Although no archaeological resources were identified with the project site, the likelihood of encountering archaeological resources on the project site is considered high because the project site has not been extensively altered by development. Construction activities for the project would include grading, which has potential to affect a previously unidentified archaeological resource.

As such, the project would be required to comply with **Mitigation Measure MM CR-1**, which requires the ceasing of all construction activities within 60 feet of an inadvertent discovery, the appointment of a qualified archaeologist to assess the find, and providing the results of the find to the Yuhaaviatam of San Manuel Nation (YSMN). If pre-contact and/or historic-era cultural resources are encountered and avoidance cannot be ensured, the project would be required to comply with **Mitigation Measure MM CR-2**, which requires that a Monitoring Treatment Plan be prepared and submitted to YSMN for review and **Mitigatiion Measure CR-3**, which requires a Worker Environmental Awareness Program (WEAP) to be prepared and conducted with construction personel prior to grading disturbance that will ensure unanticipated discovery of archaeological resources are protected.

With implementation of **Mitigation Measures MM CR-1, MM CR-2** and **MM CR-3,** impacts to archaeological resources would be reduced to a less than significant level.

c) **Less than Significant with Mitigation Incorporated.** No known human remains occur on the project site. However, there is always the possibility of human remains that could exist beneath the surface. In the event human remains are encountered during earth removal or disturbance activities, the project would be required to comply with **Mitigation Measure MM CR-4**, which requires compliance with the California Health and Safety Code Section 7050.5, PRC 5097.98. Compliance with **Mitigation Measure MM CR-3** would reduce impacts to a less than significant level.

Mitigation Program

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

MM CR-2 If significant pre-contact and/or historic-era cultural resources, as defined by the California Environmental Quality Act (CEQA, as amended in 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan, the drafts of which shall be provided to YSMN for review and comment, as detailed within **Mitigation Measure MM TCR-1**. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

MM CR-3 A Worker Environmental Awareness Program (WEAP) Program shall be prepared and conducted prior to ground disturbing activities to inform all construction personnel working on the proposed Project about the archaeological sensitivity of the area.

MM CR-4 Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute. If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County Coroner shall be contacted pursuant to State Health and Safety Code §7050.5 and that code enforced for the duration of the project.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
VI. ENERGY. Would the Project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐
SUBSTANTIATION: *San Bernardino Countywide Plan, 2020.*				

a) **Less than Significant Impact**. The following discusses the potential energy demands from construction and operational activities associated with the proposed project.

Short-Term Construction

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

Operational Electricity

Southern California Edison (SCE) provides electric service to the project area. According to the Project Applicant, the proposed project is expected to use 69,020 KWh/year (kilowatt-hour per year). According to the California Energy Commission's *California Energy Demand 2018-2030 Revised Forecast, Figure 49 Historical and Projected Baseline Consumption SCE Planning Area,* the total electricity demand in SCE's service area is forecast to increase by approximately 12,000 GWh (gigawatt hours) — or 12 billion kWh—between 2015 and 2026. The increase in electricity demand from the proposed project would represent an insignificant percent increase compared to overall demand in SCE's service area. Therefore, operational impacts would be less than significant.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas service to the project area. The Project will receive natural gas from SoCalGas Northern Zone, which is connected to southwestern U.S. Southwest and Rocky Mountain pipeline systems (Transwestern, El Paso, Kern River, and Mojave) at Needles, west of Topock AZ, and extending west to Kramer Junction. The Northern Zone has a nominal firm receipt capacity of 1,590 Million cubic feet per day (MMcf/d)[3]. According to Project Appicant , the proposed project is estimated to use approximately 2.0 million KBtu per year (British thermal units per year) or approximately 5.2 cubic feet per day (cf/d) in natural gas. The increase in natural gas demand from the proposed project would represent an insignificant percent increase as compared to overall projected natural gas supply provided by the Northern Zone.

As also described in the 2022 California Gas Report, SoCalGas projects total gas demand to decline at an annual rate of 1.5 percent from 2022 to 2035. From 2021 to 2035, commercial and non-residential land uses are expected to decline from an average annual rate of 1.4 percent or from 224 billion cubic feet (bcf) in 2021 to 170 bcf by 2035 and is driven by modest economic growth and the forecasted energy efficiency and fuel substitution. As of October 1, 2021, incoming gas supplies for the SoCalGas northern zone— which provides gas to customers in the Barstow, Yermo and project vicinity—is at approximately 1.59 billion cubic feet per day (bcf/day).

As discussed above, California's *Energy Efficiency Standards for Residential and Non-residential Buildings* create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and non-residential buildings. These standards are incorporated in the California Building Code (CBC) and are responsible for reducing the growth in electricity and natural gas use despite population and development growth. For example, requirements for energy-efficient appliances, high efficiency wall and window systems, and green building materials are expected to save additional energy. These savings are cumulative, doubling as years go by. Therefore, the proposed project would not result in a significant impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. Impacts would be less than significant.

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

[3] California Gas and Electric Utilities: *2022 Gas Report,* *https://www.socalgas.com/sites/default/files/Joint_Utility_Biennial_Comprehensive_California_Gas_Report_2022.pdf; Accessed March 16, 2024.*

California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

The project would be required by law to comply with enhanced building/utilities energy efficiencies mandated under the CBC (e.g., Title 24, the California Green Building Code). Therefore, the proposed project would not conflict with any State or local plans for renewable energy or energy efficiency. As such, impacts would be less than significant.

Therefore, no impacts associated with Energy are identified or anticipated and no mitigation measures are required.

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

***San Bernardino Countywide Plan, 2020*; Appendix D-1*: Geotechnical Engineering Investigation Proposed Travel Center SWC Calico Road & Telstar Court Yermo, California* (Krazan & Associates, June 24, 2019); Appendix D-2: *Addendum to Geotechnical Engineering Investigation Proposed Travel Center/Convenience Store* (Krazan & Associates, March 30, 2023); Appendix D-3: *Paleontological Resources Review -Yermo Convenience Store and Gas Station,* (Dudek, May 18, 2023).**

A.i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to address the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. According to the Alquist-Priolo Fault Zone and Seismic Hazard Zone Map for the project area, the project site is not located in a Fault Zone (Appendix D-1). Therefore, the proposed project would not result in any significant impacts in relation to a rupture of a known earthquake fault as delineated on the most recent Alquist-Priolo Earthquake Fault Map. No impact would occur.

a.ii) **Less than Significant Impact.** The County, as well as most of Southern California, is located in a region of historic seismic activity. There are no known active or potentially active faults in the project area. The nearest mapped active fault to the project site is the Calico Fault Zone located approximately two miles north of the project, followed by the Landers and Gravel Hills-Harper Lake Faults located 5.2 and 5.3 miles, respectively. No mapped faults are found on the project site according to maps prepared by the California Geologic Survey and published by the International Conference of Building Officials. No evidence of surface faulting was observed on the property during the site reconnaissance conducted as part of the project's Geotechnical Investigation, included as Appendix B-1. Nonetheless, the project would be required to comply with the seismic design parameters outlined in the latest CBC and all plans would be reviewed by the County's Building Division prior to construction to ensure compliance. Therefore, the proposed project would not cause potential adverse effects associated with strong seismic ground-shaking. Impacts would be less than significant.

a.iii) **Less than Significant Impact.** Liquefaction refers to loose, saturated sand or silt deposits that behave as a liquid and lose their load-supporting capability when strongly shaken. The potential for liquefaction exists in areas with relatively loose, sandy soils and high groundwater levels (less than 50 feet in depth) during long-duration strong ground shaking. According to the Geotechnical Investigation, project site soils consist of medium to very dense silty sand and poorly-graded sand. No groundwater was encountered during the field investigation. In addition, based on previous drilling in the project area and groundwater data for the site vicinity, the depth to groundwater is expected to be encountered at a depth in excess of 50 feet below ground surface (bgs). Therefore, the potential for liquefaction is considered to be low based on the dense soil and absence of shallow groundwater. Impacts would be less than significant.

a.iv) **No Impact.** Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. The project site is relatively flat with no evidence of historical landslides or slope instabilities observed during the Geotechnical Investigation. Therefore, no impact would occur.

b) **Less than Significant Impact.** During the site reconnaissance conducted as part of the project's Geotechnical Investigation, subsurface soils were found to consist of interbedded layers of medium to very dense silty sand and poorly-graded sand soils up the maximum depth explored (30 feet below site grade). Grading and earthwork activities during project construction would expose soils to potential short-term erosion by wind and water. In accordance with San Bernardino County Development Code Section 35.0118, *Water Quality Management Plan (WQMP),* during construction, the proposed project would be required to comply with erosion and siltation control measures set forth in the project-specific WQMP that was prepared. This would include measures such as the use of sandbags to reduce project site runoff and hold topsoil in place prior to final grading and construction. Erosion-control Best Management Practices (BMPs) are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Compliance with these requirements would ensure that project impacts relative to erosion are less than significant.

c), d) **Less than Significant Impact.** Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The soil beneath the site consists of medium dense to very dense silty sand and poorly-graded sand. As discussed above, groundwater is not expected to affect the proposed development. The potential for liquefaction is considered low based on the dense soil and absence of shallow groundwater. Additionally, the State of California has not prepared a California Seismic Hazard Zones Map for the area where the project is situated. Therefore, the project site is not located in an area designated by the State of California as a liquefaction hazard zone.

In addition, the potential for landslides and liquefaction are minimal due to the project's relatively flat area and the depth of the groundwater table. As noted above, the proposed project would conform to the most recent CBC. Furthermore, conformance with standard engineering practices and design criteria would reduce the potential for substantial risks to life or property as a result of expansive soils. Therefore, impacts would be less than significant.

e) **Less than Significant Impact.** As shown in **Figure 4**, ***Site Plan***, the project proposes the installation of a 3,000-gallon septic tank with leach lines located along the western boundary of the project site. The Addendum to the Geotechnical Investigation (Appendix D-2) involved three (3) infiltration tests performed within the southeast portion of the site. Infiltration rates were determined using the results of open borehole infiltration testing performed at those locations. The silty sand soils indicate infiltration rates of approximately 1.33, 1.63, and 1.94 inches per hour.

Borings 1 and 5 were drilled in the area of the proposed onsite wastewater treatment system. The soil conditions in these borings consisted of medium dense to dense silty sand up to a depth of approximately 19 feet below current site grades. Borings 9 and 10 were drilled at the southeast section of the site. The soil conditions encountered in these borings were similar to those in Borings 1 and 5. The Addendum to the Geotechnical Investigation concluded that the infiltration test results performed in the southeast section of the project site would be applicable to use in the design of the onsite wastewater treatment system to be located in the western section. It was therefore recommended for the project to use an infiltration rate of approximately 1.33 inches per hour, which incorporates a factor of safety into the design of the onsite wastewater treatment system to compensate for unknown factors as determined by the designer.

With implementation of the recommended earthwork specifications provided in Appendix B of the Geotechnical Investigation to be adhered to prior to issuance of the grading permit, impacts would be less than significant.

f) **Less than Significant With Mitigation Incorporated.** As described in the Paleontological Resources Report (Appendix D-3) prepared for the project, a paleontological records search was requested from the San Bernardino County Museum (SBCM) on May 4, 2023. Study research included review of published geological maps and paleontological literature and was conducted in accordance with CEQA, the Mitigation Monitoring and Reporting Program adopted by the County (August 2020), and guidelines from the 2010 Society of Vertebrate Paleontology.

Paleontological Sensitivity Rankings

Society for Vertebrate Paleontology

The Society for Vertebrate Paleontology (SVP) defines the following four categories of paleontological sensitivity for rock units:

High Potential

Rock units from which vertebrate or significant invertebrate, plant, or trace fossils have been recovered are considered to have a high potential for containing additional significant paleontological resources. Rock units classified as having high potential for producing paleontological resources include, but are not limited to, sedimentary formations, including formations composed of particles of volcanic origin; and some slightly metamorphosed rocks which contain significant paleontological resources anywhere within their geographical extent. Paleontological potential consists of both a) the potential for yielding abundant or significant vertebrate fossils or for yielding a few significant fossils, large or small, vertebrate, invertebrate, plant, or trace fossils and b) the importance of recovered evidence for new and significant scientific data.

Low Potential

Rock units identified in paleontological literature and/or field surveys as having low potential for yielding significant fossils will be poorly represented by fossil specimens in institutional collections, or based on general scientific consensus, only preserve fossils in rare circumstances and the presence of fossils is the exception not the rule, e.g., basalt flows or Recent colluvium. Rock units with low potential typically will not require mitigation measures to protect fossils.

Undetermined Potential

Rock units for which little information is available concerning their paleontological content, geologic age, and conditions in which the rocks formed are considered to have undetermined potential. Further study is necessary to determine if these rock units have high or low potential to contain significant paleontological resources and before a paleontological resource impact mitigation program can be developed.

No Potential

Some rock units have no potential to contain significant paleontological resources; for instance, highly metamorphosed rocks (such as gneisses and schists) and plutonic igneous rocks (such as granites and diorites). Rock units with no potential require no protection or mitigation measures relative to paleontological resources.

Bureau of Land Management

The Bureau of Land Management (BLM) has a six-point Potential Fossil Yield Classification (PFYC) system to provide baseline guidance for assessing paleontological resources. The classes are briefly summarized below and are discussed in further detail in the Paleontological Resources Report.

- **Class 1: Very low potential:** Geologic units that are not likely to contain recognizable paleontological resources.
- **Class 2: Low:** Geologic units that are not likely to contain paleontological resources.
- **Class 3: Moderate:** Sedimentary geologic units where fossil content varies in significance, abundance, and predictable occurrence.
- **Class 4: High:** Geologic units that are known to contain a high occurrence of paleontological resources.
- **Class 5: Very high:** Highly fossiliferous geologic units that consistently and predictably produce significant paleontological resources.
- **Class 6: Unknown:** Geologic units that cannot receive an informed PFYC assignment.

Research Results

While the SBCM did not report any fossil localities from within the project site or within the one-mile radius buffer, SBCM records did report fossil localities from deposits similar to those underlying the site at depth. The closest vertebrate fossil locality from Pleistocene deposits is approximately 1.65 miles south of the project site, which consisted of camelid tooth fragments, discovered as float at the base of eroded hills. The next closest Pleistocene fossil vertebrate locality is located approximately 1.7 miles south-southeast of the project site, which consisted of a partial skeleton and of a juvenile camelid from approximately 1.5 feet bgs. The fossils were preserved within a late Pleistocene sandy siltstone associated with the Mojave River.

No paleontological resources were identified within the project site as a result of the institutional records search, published geological maps, and desktop geological review. However, given the likely presence of Pleistocene alluvial deposits or paleosols under the mapped Holocene alluvial sand deposits within the project site and of vertebrate fossils recovered from Pleistocene alluvium in other areas of the County, intact paleontological resources may be encountered below a surficial layer of Holocene alluvial deposits during project excavations. In the event that intact paleontological resources are located on the project site, ground-disturbing activities associated with construction of the project (such as grading and trenching for utilities at depths greater than five feet bgs) have the potential to destroy a unique paleontological resource or site, which would result in a potentially significant impact. However, with implementation of **Mitigation Measure MM GEO-1,** which addresses soils containing Low to High (SVP) and Class 2 to Class 4–5 (BLM), impacts to paleontological resources would be reduced to less than significant.

Mitigation Program

MM GEO-1 Low to High (SVP) and Class 2 to Class 4–5 (BLM) Level Paleontological Sensitivity. All projects involving ground disturbance in previously undisturbed areas mapped with low-to-high paleontological sensitivity shall only require monitoring if construction activity will exceed the depth of the low sensitivity surficial sediments. The underlying sediments may have high paleontological sensitivity, and therefore, work in those units may require paleontological monitoring as designated by the Qualified Paleontologist in the project’s Paleontological Resources Monitoring and Mitigation Plan. When determining the depth at which the transition to high sensitivity occurs and monitoring becomes necessary, the Qualified Paleontologist shall take into account: a) the most recent local geologic mapping, b) depths at which fossils have been found in the vicinity of the project area, as revealed by the museum records search, and c) geotechnical studies of the project area, if available.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. GREENHOUSE GASES. Would the Project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
SUBSTANTIATION: *(Check ☐ if project is located in the Geologic Hazards Overlay District).*				
San Bernardino Countywide Plan, 2020; Appendix A: Yermo Travel Center Air Quality and Greenhouse Gas Report **(Birdseye Planning Group, March 2023)**				

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

Construction Emissions

Construction of the proposed project would generate temporary GHG emissions primarily associated with the operation of construction equipment and truck trips. Site preparation and grading typically generate the greatest emission quantities because the use of heavy equipment is greatest during this phase of construction. Emissions associated with the construction period were estimated based on the projected maximum amount of equipment that would be used on site at one time. Air districts such as the MDAQMD have recommended amortizing construction related emissions over a 30-year period to calculate annual emissions. Complete CalEEMod results and assumptions can be viewed in the Air Quality and Greenhouse Gas Report (Appendix A).

Construction activity is assumed to occur over a period of approximately 7 months beginning in early 2024 and concluding in late 2024. Based on CalEEMod results, construction activity for the project would generate an estimated 88 metric tons of carbon dioxide equivalent (CO_2E), as shown in **Table 4**, ***Estimated Construction Related***

Greenhouse Gas Emissions. Amortized over a 30-year period (the assumed life of the project), construction of the proposed project would generate 16 metric tons of CO_2E per year.

Table 4: Estimated Construction Related Greenhouse Gas Emissions	
Year	**Annual Emissions (metric tons CO_2E)**
2024	88
Total	88
Amortized over 30 years	**3 metric tons per year**
MDAQMD Threshold	**100,000 metric tons**
Source: Yermo Travel Center Air Quality and Greenhouse Gas Report, March 2023, Table 5, pg. 35.	

Operational Emissions

Default values used in CalEEMod version 2020.4.0 are based on the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of carbon dioxide (CO_2), nitrous oxide (N_2O) and methane (CH_4). This methodology has been subjected to peer review by numerous public and private stakeholders, and in particular by the CEC; and therefore, is considered reasonable and reliable for use in GHG impact analysis pursuant to CEQA.

Emissions associated with area sources (i.e., consumer products, landscape maintenance, and architectural coating) were calculated in CalEEMod based on standard emission rates from CARB, EPA, and district supplied emission factor values. Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste. Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California. Emissions from mobile sources were quantified based on trip generation estimates included in CalEEMod version 2020.4.0 for commercial projects.

Long-term emissions relate to energy use, solid waste, water use, and transportation. Each source is discussed below and includes the emissions associated with existing development and the anticipated emissions that would result from the proposed project.

<u>Energy Use.</u> Operation of onsite development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO_2, and to a smaller extent, N_2O and CH_4. Natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod. As shown in **Table 5**, ***Combined Annual Greenhouse Gas Emissions***, the overall net increase in energy use at the project site would result in approximately 89 metric tons of CO_2E per year.

Water Use Emissions. The CalEEMod results indicate that the project would use approximately 1.2 million gallons of water per year. Based on the amount of electricity generated to supply and convey this amount of water, as shown in **Table 5**, the project would generate approximately 4 metric tons of CO_2E per year.

Solid Waste Emissions. For solid waste generated onsite, AB 341 mandates that municipal recycling programs be implemented to reduce the volume of solid waste disposed in landfills by 75 percent. However, AB 341 does not apply to businesses. As shown in **Table 5,** the project would result in approximately 5 metric tons of CO_2E per year associated with solid waste disposed within landfills.

Transportation Emissions. Mobile source GHG emissions were estimated using the primary vehicle trips and heavy truck trips calculated for the project. As shown in **Table 5**, the estimated mobile emissions of GHGs for the project based on the estimated annual vehicle miles traveled (VMT) of 5,819,922 for cars/light trucks would be 1,761 MT CO_2E and 658 MT CO_2E associated with primary heavy truck trips.

Table 5: Combined Annual Greenhouse Gas Emissions

Emission Source	**Annual Emissions (CO2E)**
Construction	8 metric tons
Operational Energy Solid Waste Water	 89 metric tons 5 metric tons 4 metric tons
Mobile	2,419 metric tons
Total	**2,525 metric tons**
MDAQMD Threshold	**100,000 metric tons**
Source: Yermo Travel Center Air Quality and Greenhouse Gas Report, March 2023, Table 9, pg. 37.	

Combined Construction, Stationary and Mobile Source Emissions

Table 5 combines the net new construction, operational, and mobile GHG emissions associated with the proposed project. As discussed above, temporary emissions associated with construction activity (approximately 482 metric tons CO_2E are amortized over 30 years, the anticipated life of the project.

For the proposed project, the combined unmitigated annual emissions would total approximately 2,525 metric tons per year in CO_2E. The majority (96 percent) of the project's GHG emissions are associated with vehicle and heavy truck trips.

GHG Cumulative Significance. A project exceeding the 10,000 annual metric ton screening threshold could have a significant environmental impact under CEQA. The calculations presented herein show emissions would not exceed the threshold of 540,000 pounds of CO_2e daily or 100,000 short tons annually of CO_2e. Thus, the project would not generate significant quantities of GHG emissions. Impacts would be less than significant.

b) **Less Than Significant Impact.**

Consistency with AB 32 Scoping Plans and SB 32

AB 32 Scoping Plan. The California State Legislature adopted AB 32 in 2006. AB 32 focuses on reducing GHGs (carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride) to 1990 levels by the year 2020. Pursuant to the requirements in AB 32, the CARB adopted the Climate Change Scoping Plan (Scoping Plan) in 2008, which outlines actions recommended to obtain that goal. As stated earlier, the CARB has updated its emission inventory forecasts and now estimates a reduction of 21.7 percent is required from business as usual in 2020 to achieve AB 32 targets. The 2017 Scoping Plan Update strategies primarily rely on increasing the stringency of existing regulations to achieve 2030 emission reduction goals.

Table 6, ***Project Consistency with AB 32 Scoping Plan***, summarizes strategies intended to reduce statewide GHG emissions and project consistency with those that are applicable based on the project scope.

Therefore, no significant adverse impacts associated with Greenhouse Gas Emissions are identified or anticipated, and no mitigation measures are required.

Table 6: Project Consistency with AB 32 Scoping Plan

Scoping Plan Sector	Scoping Plan Measure	Implementation Regulation	Project Consistency
Transportation	California Cap-and-Trade Program Linked to Western Climate Initiative	Regulation for the California Cap on Greenhouse Gas Emissions and Market- Based Compliance Mechanism October 20, 2015 (CCR 95800)	**Consistent.** The Cap-and-Trade Program applies to large industrial sources such as power plants, refineries, and cement manufacturers. The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects' electricity usage are indirectly covered by the Cap- and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels.
	California Light-Duty Vehicle Greenhouse Gas Standards	Pavley I 2005 Regulations to Control GHG Emissions from Motor Vehicles 2012 LEV III Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards	**Consistent**. This measure applies to all new vehicles starting with model year 2012. The project would not conflict with its implementation as it would apply to all new passenger vehicles purchased in California. Passenger vehicles, model year 2012 and later, associated with construction and operation of the project would be required to comply with the Pavley emissions standards.
	Low Carbon Fuel Standard	2009 readopted in 2015. Regulations to Achieve Greenhouse Gas Emission Reductions Subarticle 7. Low Carbon Fuel Standard CCR 95480	**Consistent.** This measure applies to transportation fuels used in vehicles operating in California. The project would not conflict with implementation of this measure. Motor vehicles associated with construction and operation of the project would utilize and sell low carbon transportation fuels as required under this measure.
	Regional Transportation- Related Greenhouse Gas Targets.	SB 375. Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28	**Consistent**. The project will provide commercial development in the region that is consistent with the land uses assessed in the 2018 Regional Transportation Plan/Sustainable Communities Strategy (SCS). The project is not within an SCS priority area; and thus, is not subject to requirements applicable to those areas.
	Goods Movement	Goods Movement Action Plan January 2007.	**Not applicable**. The project does not propose any changes to maritime, rail, or intermodal facilities or forms of transportation.
	Medium/Heavy-Duty Vehicles	2010 Amendments to the Truck and Bus Regulation, the Drayage Truck Regulation and the Tractor-Trailer Greenhouse Gas Regulation	**Consistent**. This measure applies to medium- and heavy-duty vehicles that operate in the State. The project would not conflict with implementation of this measure. Medium and heavy-duty vehicles associated with construction and operation of the project including those that would buy fuel at the site, would be required to comply with the requirements of this regulation.
	High Speed Rail	Funded under SB 862	**Not applicable**. The project is not related to high-speed rail.

Table 6: Project Consistency with AB 32 Scoping Plan

Scoping Plan Sector	Scoping Plan Measure	Implementation Regulation	Project Consistency
Electricity and Natural Gas	Energy Efficiency	Title 20 Appliance Efficiency Regulation Title 24 Part 6 Energy Efficiency Standards for Residential and Non-Residential Building Title 24 Part 11 California Green Building Code Standards	**Consistent.** The project will comply with the latest energy efficiency standards and incorporate applicable energy efficiency features designed to reduce project energy consumption.
	Renewable Portfolio Standard/Renewable Electricity Standard.	2010 Regulation to Implement the Renewable Electricity Standard (33% 2020) SB 350 Clean Energy and Pollution Reduction Act of 2015 (50% 2030)	**Consistent**. SCE obtained 34 percent of its power supply from renewable sources such as solar and geothermal in 2018, and about 48 percent of the electricity it delivers is carbon-free, including nuclear and large hydroelectric facilities. The owner of the project would purchase power that is comprised of renewable energy meeting the Renewable Portfolio Standard.
	Million Solar Roofs Program	Tax incentive program	**Consistent.** This measure is intended to increase solar throughout California by means of a variety of electricity providers and existing solar programs. Project design does not preclude the future installation of solar panels.
Water	Water	Title 24 Part 11 California Green Building Code Standards SBX 7-7—The Water Conservation Act of 2009 Model Water Efficient Landscape Ordinance	**Consistent.** The project will comply with the California Green Building Standards Code, which requires a 20 percent reduction in indoor water use. The project would implement required elements of the County's landscape ordinance to further reduce water demand for landscape irrigation.
Green Building	Green Building Strategy	Title 24 Part 11 California Green Building Code Standards	**Consistent.** The State will increase the use of green building practices. The project would implement required green building strategies per 2022 Title 24 standards and related CALGreen requirements.
Recycling and Waste Management	Recycling and Waste	Title 24 Part 11 California Green Building Code Standards **AB 341 Statewide 75 Percent Diversion Goal**	**Consistent.** The project would not conflict with implementation of these measures. However, compliance was not a factor in determining project consistency with overall GHG emission reduction goals.

Source: Yermo Travel Center Air Quality and Greenhouse Gas Report, March 2023, Table 10, pp. 38-39.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a Project located within an airport land use plan area or, where such a plan has not been adopted, within 2 miles of a public airport or a public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☐	☒
f) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; ; Submitted Project Materials; EnviroStor Database, 2023. Geotracker Database, 2023. Airport Comprehensive Land Use Plan – Barstow-Daggett Airport, 1992.				

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

The proposed project uses including a fueling station with convenience store and fast-food drive through restaurant is unlikely to generate or result in the transport of hazardous materials. The 3,500 sq. ft. fast-food restaurant will include installation of a 1,000-galllon grease trap and conditionally subject to review and permit issuance by San Bernardino County Department of Environmental Health Services (DEHS). Oil grease generated from cooking and preparing foods will be stored in the grease trap, which will then be pumped out by an an outside contractor and hauled to a processing facilty on an as-needed basis. Estimated pumping and disposal of oil grease will to occur once every two (2) months and to be monitored on a weekly basis.

Construction activities would likely involve the short-term use of hazardous materials such as oil, gas, tar, and cleaning solvents. Equipment maintenance or other activities that may release hazardous materials during construction would be conducted in accordance with existing regulations, such as National Pollution Discharge Elimination System, to prevent soil and water contamination and accidents. Underground storage tank (UST) systems storing hazardous substances in the County shall conform to standards issued by the San Bernardino County Fire Protection District. Written approval shall be obtained from this Department prior to the installation of any new UST system(s) and/or modifications to existing UST systems. Prior to installation, plans for UST systems shall be reviewed and approved by Office of the Fire Marshal, Hazardous Materials Division. Compliance with relevant hazardous material regulations would reduce the potential for significant adverse impacts to less than significant.

b) **Less Than Significant Impact.** The proposed project does not involve processes or other actions that would be likely to result in an upset or accident condition that could release significant levels of hazardous materials to the environment. The transport, use, and storage of hazardous materials on the site during construction would be limited and confined to small quantities (e.g., hydraulic oil, cleaning fluids, grease, or lubricating oils). The project proposes an onsite fire suppression system, and fuel station operations would conform to all applicable regulatory standards and would be identical to operations of fuel stations throughout the State that do not result in significant hazards. The project would not significantly impact the public or the environment through reasonably foreseeable upset and accident conditions. Impacts would be less than significant.

c) **No Impact.** The nearest school is Yermo Elementary School, located at 38280 Gleason Street, approximately 0.55 mile east of the project site. The project does not propose any uses which could potentially generate hazardous materials in significant quantities that would have an impact to the school. No impact would occur.

d) **Less Than Significant Impact.** The proposed project is not included in any sites identified on a hazardous site list compiled pursuant to California Government Code Section 65962.5. The County reviewed information from the Department of Toxic Substances Control (DTSC) Envirostor website to identify any releases of regulated substances or petroleum products that occurred on or near the project site, in addition to the Geotracker database search. Based on the records search the nearest documented site is an active case (Case T0607100749) regarding a leaking underground storage tank clean-up site located at 37587 Calico Road (Calico Truck Stop) approximately 0.49 miles northwest of the project site, which was been demolished and removed (circa 1995). Although the case is currently open, it is not considered an environmental concern for the project site. Therefore, impacts would be less than significant.

e) **No Impact.** The nearest airport is the Barstow-Daggett Airport located at 39500 National Trails Highway, approximately 4.40 miles southeast of the project site. The proposed project is not within any safety zones as identified in the Airport Comprehensive Land Use Plan (ACLUP) for Barstow-Daggett Airport. Since the project site is outside of safety zones and is not within the 65 CNEL noise contour as identified in the ACLUP for Barstow-Daggett Airport, the project would not expose residents to excessive airport noise. The proposed project would not result in a safety hazard for people working or residing at the project site. No impact would occur.

f) **Less Than Significant Impact.** According to Countywide Plan Policy Map PP-2, *Evacuation Routes*, I-15 is the nearest designated as evacuation route. Local access to nearby residences to the northeast and for the project are provided via Calico Road which bisects the I-15 freeway approximately 0.30 miles northwest of the project site. Prior to construction, the project would be conditioned to provide a Construction Staging and Detouring Plan to address the staging location for construction grading equipment, temporary signage and detouring that may need to occur during right-of-way improvements. Therefore, the proposed project would not result in the permanent or temporary closure to Calico Road during construction. Impacts would be less than significant.

g) **Less Than Significant Impact.** Based on fire hazard maps published by the California Department of Forestry and Fire Protection (CAL FIRE), the project site is not located within an identified State or Local fire hazard area. The proposed project would be constructed in accordance with fire codes established in the Uniform Building Code, CBC, and County Fire Department laws, ordinances, regulations, and standards. Impacts would be less than significant.

Therefore, no significant adverse impacts associated with Hazards and Hazardous Materials are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY. Would the Project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐
iii) 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; or,	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐
SUBSTANTIATION:				
***San Bernardino County General Plan;* Appendix E-1: *Drainage Study for Yermo Travel Plaza Calico Road and Telstar Court Yermo, California* (LAV/Pinnacle Engineering, Inc., 2022); Appendix E-2: *Drainage Calculations for Proposed Travel Station Yermo, San Bernardino County, CA* (LAV/Pinnacle Engineering, Inc., January 26, 2021); Appendix E-3: *Off-Site Hydrology Study for Yermo Travel Plaza Calico Road and Telstar Court Yermo, California* (LAV/Pinnacle Engineering, Inc., June 12, 2019).**				

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

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

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

Construction. Short-term impacts related to water quality can occur during the earthwork and construction phases when the potential for erosion, siltation, and sedimentation is greatest. Construction of the proposed project has the potential to produce typical pollutants, such as nutrients, heavy metals, pesticides and herbicides, and chemicals related to construction and cleaning, waste materials, including wash water, paints, wood, paper, concrete, food container, sanitary wastes, fuel, and lubricants. Impacts to storm water quality could occur from construction, and associated earthmoving, and increased pollutant loading.

Construction activities would be required to comply with the Stormwater Pollution Prevention Plan erosion-control and sediment-control BMPs that would meet or exceed measures required by the Phase II Small MS4 General Permit in the Mojave River Watershed. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. These requirements would ensure that potential project impacts related to soil erosion, siltation, and sedimentation remain less than significant.

Operations. Currently, the project site is 100 percent pervious. Based on the Onsite Drainage Study prepared for the project, in the post-development condition, the project site would be approximately 78 percent impervious. Runoff flow during post development would flow from a northwest to southeast direction. As shown in Exhibit F of the Onsite Drainage Study (Appendix E-1), the majority of stormwater runoff would flow southeast via concrete vee-gutters, eight (8) storm drain inlets, and RCP or PVC pipes to a retention basin located at the southeast corner of the project site. The retention basin, designed to be four foot deep with one foot of freeboard, would have maximum storage capacity of 33,383 cubic feet, which is adequate to contain runoff generated onsite. As shown in Table 1 of the Onsite Drainage Study (Appendix E-1), the retention basin would have the capacity to contain more than two and a half times the amount of on-site runoff generated during post development (12,624 cubic feet) and would be designed to treat the "design capture volume" and to retain the storm water volume required in order to not create any downstream adverse impacts. Therefore, the project would not contribute to erosion of downstream drainage facilities. All new development is required to comply with existing water quality standards and waste discharge regulations set forth by the State Water Quality Control Board. Therefore, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant.

b) **Less than Significant Impact.** Liberty Utilities is the local water purveyor that purchases/obtains water supplies from the Mojave Water Agency (MWA), which under the Agency's adopted 2020 Urban Water Management Plan[4], contains four existing sources of water supply including the following: State Water Project imports; natural local surface water flows; return flow from pumped groundwater not consumptively used; and wastewater imports from outside the MWA service area. The Mojave River is the primary source of natural recharge to groundwater within the Mojave Groundwater Basin. On average, about 57,000 acre feet of water enters groundwater basins within the MWA. Most of the natural water flows entering local aquifers that originate in the San Bernardino Mountains and reach the Mojave River in the form of runoff from rainfall or snowmelt. The project site is located within the Baja subarea of the Mojave Basin Area Adjudication area and represents approximately 25 percent of the Mojave Basin Judgment assigned Base Annual Production.

Based on the 2015 *Urban Water Management Plan for Mojave Water Agency*, the projected water demand from Liberty Utilities was 2,914 acre feet in 2020 and is projected to increase to 3,790 acre feet by 2040. Projected groundwater production for the Baja subarea was at 29,700 acre-feet and is to remain at 29,700 acre feet into 2040. The proposed project uses, including a gas station, fast food and convenience store, are expected to generate a water demand of approximately 5.85 acre feet per year.

The proposed project's water demand would not result in significant groundwater demand. In addition, the proposed project would include a water quality retention basin as part of the drainage system. Therefore, the project would not impact local groundwater recharge. Impacts would be less than significant.

c) **Less than Significant Impact**. The project site is vacant, undeveloped and generally drains in a southeast direction towards Calico Road. Drainage continues flowing southeast along the west side of Calico Road and ultimately to the Yermo Road cross-street. Based on the Hydrology Report (Appendix E-3) prepared for the project and as substantiated below, implementation of the proposed drainage improvements for the site would not result in substantial on-site or off-site erosion or siltation.

[4] Kennedy/Jenks Consultants, 2015 Urban Water Management Plan for Mojave Water Agency, June 2016, https://www.mojavewater.org/wpcontent/uploads/2022/10/UWMP_Report_Final_Adopted20160609_y78yg0t6.pdf

i. **Less than Significant Impact**. The project applicant would be required to implement erosion-control and sediment-control BMPs that would meet or exceed measures required by the Phase II Small MS4 General Permit for the Mojave River Watershed to control potential construction-related pollutants. Erosion-control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized. Development of these BMPs would ensure the project does not result in substantial on-site or off-site erosion or siltation. Impacts would be less than significant.

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

iii. **Less than Significant Impact.** Runoff from the project site would be conveyed via concrete vee-gutters, eight (8) storm drain inlets, and RCP or PVC pipes to a retention basin located at the southeast corner of the project site. The volume required to be detained due to the increase in runoff flows between the pre-development and post-development volumes under the 100-year storm is approximately 12,624 cubic feet. The proposed retention basin would have a retention volume of 33,383 cubic feet therefore exceeding the minimum design capture volume. The project would satisfy stormwater drainage needs and prevent excess flow and reduction of water quality from discharge onto the adjacent streets (i.e., Calico Road). Impacts would be less than significant.

iv. **Less than Significant Impact.** The project site is not located within the 100-year hazard flood zone area. Based on the applicable Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (No. 06071C3975H), the project site is designated as Zone X (Other Areas)[5]. FEMA defines this zone as areas in which flood hazards are undetermined but possible. To address this possibility, County Ordinance 4011(b) states that proposed structures in Zone X shall have the lowest floor elevated one foot above the highest adjacent grade. As such, this criterion would be incorporated into the final grading design of the project as a condition of approval. Therefore, impacts in regard to impeding or redirecting flood flows would be less than significant.

d) **No Impact.** The project site is in an area of minimal flood hazard. The project site is more than 110 miles northeast of the Pacific Ocean and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the project site's inland location and lack of nearby waterbodies. The project is not in a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. No impact would occur.

e) **Less than Significant Impact.** The California Department of Water Resources has initiated a technical process called Basin Prioritization, which utilizes the best available

[5] Federal Emergency Management Agency (FEMA) Flood Map Service Center, Flood Insurance Rate Map (FIRM) 06071C2325H, http://msc.fema.gov/portal/home. Accessed July 8, 2023.

data and information to classify California's 515 groundwater basins into one of four categories high-, medium-, low-, or very low-priority, based on eight components that are identified in the California Water Code Section 10933(b). Each basin's priority determines which provisions of California Statewide Groundwater Elevation Monitoring and the Sustainable Groundwater Management Act (SGMA) apply. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies, develop groundwater sustainability plans and manage groundwater for long-term sustainability.

Based on the California Department of Water Resources SGMA Basin Prioritization Dashboard, the project site is located within the Lower Mojave River Valley groundwater basin, which is categorized as a very low priority basin.[6] Furthermore, the proposed project would not conflict with a sustainable groundwater management plan as it does not propose connection to an existing potable water supply sources or to nearby wells. Therefore, a less than significant impact would occur.

Therefore, no significant adverse impacts associated with Hydrology and Water Quality are identified or anticipated and no mitigation measures are required.

[6] California Department of Water Resources (DWR), SGMA Basin Prioritization Dashboard, https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed July 5, 2023.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the Project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Submitted Project Materials.				

a) **No Impact.** The key factor with respect to this question is creating physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community. The project site is currently undeveloped and vacant. No structures exist on the project site and no residential communities would be divided upon project implementation. No new roads are proposed as part of the project. Project implementation would not divide nearby residential communities near the project site. Therefore, no impacts would occur and no mitigation is required.

b) **Less than Significant Impact.** The project site has a zoning designation of Commercial Highway (CH). The intent of the CH designation is to provide sites for retail trade and personal services, lodging services, office and professional services, recreation and entertainment services, wholesaling and warehousing, contract/construction services, transportation services, open lot services, and similar and compatible uses. The proposed project would develop a travel center fueling station with convenience store and fast-food drive-through restaurant. The proposed uses are consistent with the existing zoning designation and no zone change would be required. The proposed project would not conflict with applicable plans, policies, or regulations. Impacts would be less than significant.

Therefore, no significant adverse impacts associated with Land Use and Planning are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the Project:				
a) 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?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
SUBSTANTIATION: *(Check ☐ if project is located within the Mineral Resource Zone Overlay).*				
San Bernardino Countywide Plan, 2020				

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

b) **No Impact.** The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. The project site is not identified as a locally important mineral resource recovery site. The project site is undisturbed, and no history of mineral mining is present on the site. No impact would occur.

Therefore, no significant adverse impacts associated with Mineral Resources are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XIII. NOISE. Would the Project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
SUBSTANTIATION: *(Check if the project is located in the Noise Hazard Overlay District ☐ or is subject to severe noise levels according to the General Plan Noise Element ☐).*				
San Bernardino Countywide Plan, 2020; Appendix F, Yermo Travel Center Project Noise Study (Birdseye Planning Group, July 2023)				

Existing Conditions

Existing Ambient Noise Levels

Land use within the project area consists primarily of single-family residential development adjacent to and east of the site, and the existing travel center located north of the site, southeast of the intersection of Calico Road and Calico Boulevard. I-15 is a two-lane freeway located north of the site, and the northbound mainline is located approximately 1,400 feet north of the site. I-15 is audible at the project site; however, the most common and primary sources of noise in the project site vicinity are motor vehicles operating on Calico Road. Other sources include common ambient sources (i.e., barking dogs, landscaping equipment, etc.).

To gather data on the general noise environment at the project site, two weekday morning 15-minute noise measurements were taken on and in proximity to the site on July 11, 2023, using an ANSI Type II integrating sound level meter. Site 1 is located at the intersection of Calico Road and Grandview Avenue proximal to the northeast corner of the site. Site 2 is located near the southeast corner of the site. Both sites were selected to establish baseline noise levels for single-family residences located on the east side of Calico Road. During monitoring, six cars/light trucks, zero medium (six tires/two axles) trucks and zero heavy trucks (all vehicles with three or more axles) passed Site 1. During monitoring at Site 2, 4 cars/light trucks, one medium (six tires/two axles) truck and one heavy truck (all vehicles with three or more axles) passed the site. The Equivalent Continuous Sound Pressure Level (L_{eq}) was 57.7 A-weighted decibels (dBA) at Site 1 and 54.3 dBA at Site 2.

Noise-Sensitive Receptors

Urban areas contain a variety of land use and development types that are noise sensitive including residences, schools, churches, hospitals and convalescent care facilities. Nearby sensitive receptors are single-family residences located on the east side of Calico Road fronting both Calico Avenue and Grandview Avenue. The nearest sensitive properties are located at 37862 and 37869 Grandview Avenue and 35941 through 35907 Calico Road. These residences are located approximately 70 feet from eastern site boundary.

Regulatory Setting

Noise Standards

Multiple regulations pertaining to noise apply to the project including the following, which are described in detail in the Noise Study:

- Governor's Office of Planning and Research Noise Element Guidelines: Includes recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise.

- San Bernardino County Countywide Plan contains multiple policies relative to noise impacts that are applicable to the project.

- San Bernardino County Noise Ordinance is codified in Section 83.01.080. Section 83.010.080 (g)(3) exempts construction noise between the hours of 7:00 am and 7:00 pm Monday through Saturday. Thus, construction activities occurring within this time-period is exempt from regulation.

- San Bernardino County Development Code (Division 3, Countywide Development Standards; Chapter 83.01, *General Performance Standards*, Section 83.01.080, Noise) sets interior and exterior noise standards for specific land uses by type of noise source. Noise standards for stationary noise sources are summarized in **Table 7, *Noise Standards for Stationary Noise Sources***. As shown, the noise standard for residential properties is 55 dBA Leq from 7 a.m. to 10 p.m. and 45 dBA Leq from 10 p.m. to 7 a.m. Residential areas exposed to noise levels exceeding these standards are considered noise-impacted areas. As stated, traffic noise is the dominant noise source in the study area. **Table 8, *Noise Standards for Mobile Noise Sources*,** shows noise standards for traffic-generated noise.

Table 7: Noise Standards for Stationary Noise Sources		
Affected Land Uses	**7:00 AM - 10:00 PM Leq**	**10:00 PM – 7:00 AM Leq**
Residential	55 dBA	45 dBA
Professional Services	55 dBA	55 dBA
Other Commercial	60 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: San Bernardino County Development Code Section 83.01.080, Noise.

Notes:

Leq = (Equivalent Energy Level). The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period, typically one, eight or 24 hours.

dB(A) = (A-weighted Sound Pressure Level). The sound pressure level, in decibels, as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound, placing greater emphasis on those frequencies within the sensitivity range of the human ear.

Ldn = (Day-Night Noise Level). The average equivalent A-weighted sound level during a 24-hour day obtained by adding 10 decibels to the hourly noise levels measured during the night (from 10:00 p.m. to 7:00 a.m.). In this way Ldn takes into account the lower tolerance of people for noise during nighttime periods.

Table 8: Noise Standards for Mobile Noise Sources			
Land Use	**Ldn (or CNEL) dB(A)**		
Categories	**Uses**	**Interior[1]**	**Exterior[2]**
Residential	Single and multi-family, duplex, mobile homes	45	60[3]
Commercial	Hotel, motel, transient housing	45	60[3]
	Commercial retail, bank, restaurant	50	N/A
	Office building, research and development, professional offices	45	65
	Amphitheater, concert hall, auditorium, movie theater	45	N/A
Institutional/public	Hospital, nursing home, school classroom, religious institution, library	45	65
Open Space	Park	N/A	65

Source: San Bernardino County Development Code Section 83.01.080, Noise.

Notes:

(1) The indoor environment shall exclude bathrooms, kitchens, toilets, closets and corridors.

(2) The outdoor environment shall be limited to:

- Hospital/office building patios
- Hotel and motel recreation areas
- Mobile home parks
- Multi-family private patios or balconies
- Park picnic areas
- Private yard of single-family dwellings
- School playgrounds

(3) An exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation.

CNEL = (Community Noise Equivalent Level). The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of approximately five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and ten decibels to sound levels in the night from 10:00 p.m. to 7:00 a.m.

Vibration Standards

Vibration is a unique form of noise as the energy is transmitted through buildings, structures and the ground whereas audible noise energy is transmitted through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity (PPV) in inches per second and is referenced as vibration decibels (VdB). The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Construction activities such as blasting, pile driving, demolition, excavation or drilling have the potential to generate ground vibrations near structures. With respect to ground-borne vibration impacts on structures, the Federal Transit Administration (FTA) states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings. No historic buildings are known to occur near the site; thus, 100 VdB is used to quantify potential vibration impacts to neighboring structures. Construction activities referenced above that would generate significant vibration levels are not proposed. However, to provide information for use in completing the CEQA evaluation, construction-related vibration impacts are evaluated herein.

San Bernardino County Code Section 83.01.090 establishes standards for acceptable vibration levels. The section states that no ground vibration shall be allowed that can be felt without the aid of instruments at or beyond the lot line, nor shall any vibration be allowed which produces a PPV greater than or equal to two-tenths (0.20) inches per second measured at or beyond the lot line. Temporary construction, maintenance, repair, or demolition activities between 7 a.m. and 7 p.m. are exempt from this vibration limit, except on Sundays and federal holidays, when construction is prohibited.

Methodology and Significance Thresholds

Construction noise estimates are based upon noise levels reported by the FTA, Office of Planning and Environment, and the distance to nearby sensitive receptors. Reference noise levels from that document were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 decibels (dB) per doubling of distance (line-of-sight method of sound attenuation). Noise levels associated with existing and future traffic were based on the difference in trip volumes between existing conditions and the proposed use. A doubling of traffic volumes would be required to cause a noticeable increase (3 dBA) in traffic noise. A noise increase greater than 3 dBA is readily perceptible to the average human ear; and thus, is the level considered to be a substantial noise increase related to traffic operations. For the purpose of this evaluation, the peak hour Leq is used for traffic noise as it provides a conservative estimate of potential noise levels. As discussed, existing noise levels are within the normally acceptable range as defined in the San Bernardino County General Plan Noise Element for single-family residential properties. Thus, the impact determination is based on whether noise levels would exceed those levels considered acceptable for single-family residential areas and whether design features associated with the project would reduce interior noise levels to at least 45 dBA.

a) Less than Significant Impact.

Construction

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur near existing single-family residences to the northeast with the closest receptors being 70 feet away from potential construction. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

The main sources of noise during construction activities would include heavy machinery used during, grading/excavation and clearing the site, as well as equipment used during building construction and paving. Typical noise levels associated with individual construction equipment are listed in **Table 9, *Typical Construction Noise Levels*.** As shown, average noise levels associated with the use of heavy equipment at construction sites can range from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction.

Table 9: Typical Construction Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source
Air Compressor	80	74
Backhoe	80	74
Bobcat Tractor	80	74
Concrete Mixer	85	79
Loader	80	74
Bulldozer	85	79
Jackhammer	88	82
Pavement Roller	85	79
Street Sweeper	82	76
Manlift	75	69
Dump Truck	84	78
Mobile Crane	83	77
Excavator/Scraper	85	79

Source: Birdseye Planning Group, Inc., Noise Study, July 2023, Table 6, page 12. Notes: Noise levels are based on actual maximum measured noise levels at 50 feet (Lmax).
Noise levels are based on a noise attenuation rate of 6 dBA per doubling of distance.

As shown in **Table 9**, exterior noise levels could affect the nearest existing sensitive receptors in the vicinity. The nearest sensitive receptors to the project site are single-family residences approximately 70 feet to the northeast. These sensitive receptors may be exposed to elevated noise levels during project construction. However, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near surrounding sensitive uses. The noise level used to estimate the maximum noise level that could occur is based on use of a bulldozer as it is likely to be the noisiest type of equipment used over a sustained period of time during site preparation and grading activities. Actual noise levels would fluctuate throughout the day and may periodically range between 76 and 82 dBA at the residence located east of the site, depending on the type and location of equipment used and whether multiple pieces of equipment are operating simultaneously in the same area.

San Bernardino County Development Code Section 83.01.080, *Noise,* establishes noise standards for stationary noise standards. Some exemptions to the Noise Ordinance include emergency vehicles and temporary construction, maintenance, repair or demolition activities between 7:00 a.m. and 7:00 p.m. Monday through Saturday, excluding federal holidays. As such, compliance with the San Bernardino County Development Code would minimize impacts from construction noise, as construction would be limited to daytime hours on weekdays and Saturdays. By following Development Code standards, the project's construction activities would result in a less than significant noise impact.

Operations

Implementation of the proposed project would create new sources of noise in the project vicinity. The project's Noise Study evaluated long-term operation of the proposed project for the following: 1) potential exterior traffic related impacts caused by increased traffic volumes associated with the project; 2) interior noise levels caused by traffic; and 3) stationary noise sources.

<u>Interior Traffic Noise</u>

California Energy Code Title 24 standards specify construction methods and materials that result in energy efficient structures up to a 30 dBA reduction in exterior noise levels (assuming windows are closed). This includes operation of mechanical ventilation (e.g., heating and air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA. The residences on the east side of Calico Road appear to be modern construction and likely were constructed consistent with Title 24 standards. However, to conservatively estimate interior noise levels, a reduction of exterior-to-interior noise levels of between 20 and 25 dBA was used consistent with attenuation provided by residential construction materials and methods provided in older homes (i.e., 30 years or older). Assuming windows are closed and a 20 dBA insertion loss, interior noise levels at residences modeled would range between 40.6 and 42.7 dBA. Therefore, interior noise levels would be below the 45 dBA interior standard and impacts relative to interior traffic noise would be less than significant.

Exterior Traffic Noise

Traffic is the primary noise source that would be generated by the proposed project. The majority of all traffic that would access the site from I-15 north of the site and would travel south to the site, enter via Telstar Court and exit via one of the two entrances adjacent to Calico Road. All heavy trucks are assumed to exit via the southern access. Thus, the roadway network adjacent to the project site, was modeled using the Federal Highway Administration Traffic Noise Model version 2.5 software. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors.

Based on the *Traffic Impact Study* prepared for the proposed project (Appendix G), the project would generate a total of 6,258 new daily car/light truck trips and 390 heavy truck trips. Of the total daily trips, 285 car/light truck trips and 21 heavy truck trips would occur during the peak hour. Hourly average baseline noise levels (L_{eq}) were calculated for the two (2) residential receivers located at 35941 and 35907 Calico Road east of the site to establish representative baseline conditions for the row of single-family residences fronting Calico Road east of site. These are the closest receivers to the project site and would experience the highest concentration of project-related traffic and related noise associated with on-site activities. The receiving properties modeled are defined as follows:

- Single-family residence at 35941 Calico Road proximal to the northeast corner of the site; and
- Single-family residence at 35919 Calico Road proximal to the southeastern corner of the site.

Noise levels associated with the project were calculated by distributing 285 peak hour vehicle trips and 21 peak hour heavy truck trips to baseline traffic volumes on Calico Road between the southern site entrance/exit and the I-15 on- and off-ramps. Volumes were concentrated in this area for the purpose of evaluating worst case noise conditions. The results are also shown in **Table 10**, ***Modeled Noise Levels***. Because traffic volumes associated with the project are concentrated north and south of the existing receivers, the addition of peak hour project traffic would noticeably increase noise levels from baseline conditions at the sensitive properties nearest the site along Calico Road.

Table 10: Modeled Noise Levels

Receptor	Existing L_{eq}	With Project L_{eq}	With Project CNEL	Decibel Change	Exceed 60 dBA Standard
Site 1	56.2	62.7	63.7	+6.5	Yes
Site 2	54.9	60.6	61.6	+5.7	Yes

Source: Birdseye Planning Group, Inc., Noise Study, July 2023, Table 9, page 16.

Noise levels would increase approximately 6.5 dBA at Receiver 1 and 5.7 dBA at Receiver 2. These noise levels would exceed San Bernardino County noise standards for mobile sources as shown in **Table 8, *Noise Standards for Mobile Noise Sources,*** above. However, as stated in San Bernardino County Development Code Section 83.01.080, *Noise,* (**Table 8**), "an exterior noise level of up to 65 dB(A) (or CNEL) shall be allowed provided exterior noise levels have been substantially mitigated through a reasonable application of the best available noise reduction technology, and interior noise exposure does not exceed 45 dB(A) (or CNEL) with windows and doors closed. Requiring that windows and doors remain closed to achieve an acceptable interior noise level shall necessitate the use of air conditioning or mechanical ventilation." As such, the exterior noise standard can be increased from 60 dBA to 65 dBA if the interior noise level is less than 45 dBA. Therefore, since the interior noise level is less than 45 dBA as discussed aboev, impacts relative to exterior traffic noise would be less than significant.

<u>Stationary Noise Sources</u>

The heating, ventilation, and air conditioning (HVAC) system proposed for the convenience store has not been specified and noise levels vary depending on the size of the system. Multiple HVAC systems would be installed on the rooftops of restaurant/retail building. Reference noise levels for the project are based on noise measurements made at similar outdoor restaurant facilities. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the roof top equipment and ventilation openings. Assuming HVAC units are installed at the center of the rooftop, or approximately 230 feet from the eastern property line and 350 feet from the residences located east of the site, a 70 dBA reference noise level would attenuate to approximately 33 dBA, which is below the 45 dBA nighttime interior standard for stationary sources shown in **Table 7** above. Therefore, impacts relative to stationary noise sources would be less than significant.

b) **Less than Significant Impact.** Increases in groundborne vibration levels attributable to the proposed project would be primarily associated with short-term construction-related activities. The FTA has published standard vibration velocities for construction equipment operations in their 2018 Transit Noise and Vibration Impact Assessment Manual. The types of construction vibration impacts include human annoyance and building damage.

Human annoyance is evaluated in VdB (the vibration velocity level in decibel scale) and occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. The FTA Transit Noise and Vibration Impact Assessment Manual identifies 75 VdB as the approximate threshold for annoyance. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience cosmetic damage (e.g. plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any vibration damage.

Table 11: Typical Construction Equipment Vibration Levels, lists vibration levels at 25 feet and 100 feet for typical construction equipment. Groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. As indicated in **Table 11**, based on FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.089 in/sec PPV at 25 feet from the source of activity, which is below the FTA's 0.20 PPV threshold. The nearest sensitive receptors are the residential uses located approximately 70 feet to the northeast of the active construction zone.

Table 11: Typical Construction Equipment Vibration Levels

Equipment	PPV at 25 ft, in/sec	Approximate VdB at 25 Feet
Large Bulldozer	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58

Source: Birdseye Planning Group, Inc., Noise Study, July 2023, Table 8, page 14.

Activities associated with the uses proposed do not generate vibration. Thus, this discussion focuses on temporary vibration caused by construction. As referenced, the closest single-family residence is approximately 70 feet east of the eastern property line. Based on the Noise Study, vibration levels could be as high as 77 VdB at 75 feet during construction assuming a bulldozer is the heaviest piece of equipment used during grading or site clearing.

As discussed, 100 VdB is the threshold where minor damage can occur in fragile buildings. No fragile buildings are located in proximity to the site and vibration levels are projected to be under this threshold; thus, structural damage is not expected to occur as a result of construction activities associated with the proposed project. Maximum vibration levels could exceed the 72 VdB threshold typically associated with sleep disturbance as referenced above; and thus, may be perceptible at the nearest residence. However, these events are transitory rather than consistent. Provided that project construction occurs within the limitations required per Section 83.010.080 of the San Bernardino County Code, temporary vibration impacts would be less than significant.

c) **No Impact**. The nearest airport is the Barstow Daggett Airport located at 39500 National Trails Highway, approximately 4.40 miles southeast of the project site. The proposed project is not within any safety zones or within the 65 CNEL noise contour as identified in the ACLUP for Barstow-Daggett Airport. Therefore, the project would not be significantly affected by overhead aircraft noise. Additionally, the project site is not located in the vicinity of a private airstrip. Therefore, the project would not expose people residing or working in the project area to excessive airport- or airstrip-related noise levels and no mitigation is required.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the Project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Submitted Project Materials				

a) **No Impact.** The proposed project would construct a 13,000 square foot travel center comprised of a convenience store, drive-through restaurant and a gasoline/diesel fueling station. No residential uses are proposed as part of the project. Therefore, the project is not expected to generate new residents.

The project would employ six full-time employees, 4 part-time employees, and is anticipated to operate from 5:00 a.m. to 10:30 p.m.., seven days a week, to serve traveling motorists, truck drivers and residents to the surrounding region. Employees are expected to come from the local workforce and operations would not induce substantial population growth. Further, the project site is served by existing roadways (Calico Road and I-15) and utility infrastructure and would not require expansion of any roads that may induce population growth. Therefore, project implementation would not directly or indirectly induce substantial population growth and a less than significant impact would occur.

b) **No Impact.** The project site is currently vacant and unimproved. The project site does not include any existing housing and no housing would be removed to accommodate the proposed project. Therefore, no impact would occur.

Therefore, no significant adverse impacts associated with Population and Housing are identified or anticipated and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XV. PUBLIC SERVICES. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Submitted Project Materials				

a) **Less than Significant Impact.** The Yermo-Calico Fire Department provides fire protective services to the area and the project site would be served by Yermo-Calico Fire Department's Volunteer Fire Department. The nearest fire station to the site is located at 38321 East Yermo Road, approximately 0.62 miles southeast of the project site. According to the Yermo-Calico Volunteer Fire Department website[7], the Yermo-Calico Fire Department, under the jurisdiction of Yermo Community Services District, has mutual-aid agreements with Daggett Volunteer Fire Department, Barstow Fire Protection District, San Bernardino County Fire Department (SBCFD) and the Marine Corps Logistics Base Fire Department.

The Yermo-Calico Fire Department reviews all development plans and future development is required to conform to all fire protection and prevention requirements, including but not limited to building setbacks, emergency access and evacuation routes, handing and storage of hazardous materials and fire flow. The project would be required to comply with the most current provisions of the Yermo Community Services District fee schedule, which requires a fee payment that the District applies to the funding of fire protection facilities. Payment of this fee would be required prior to the issuance of a building permit.

Project implementation could incrementally increase the number of persons in the area as a result of people patronizing the proposed travel center. The incremental increase could cause an increase in fire protection services, including response to the fire service calls upon project occupancy. However, the incremental increase would not require the construction of new or alteration of existing fire protection facilities to maintain an adequate

[7] Yermo-Calico Volunteer Fire Department, https://5280fire.com/home/other-states-fire-apparatus-stations/california/yermo-calico-volunteer-fire-department/ Accessed June 21, 2023.

level of service to the project area. Therefore, no physical impacts associated with fire protection services and facilities would occur and no mitigation is required.

b) **Less than Significant Impact.** The San Bernardino County Sheriff's Department (SBCSD) provides police protection services to the area, inclusive of the project site. The nearest SBCSD patrol station to the project site is located at 225 E. Mountain View Street in Barstow, approximately 10.75 miles west of the project site. Deputy Sheriffs assigned to the Barstow Station patrol the adjacent communities of Baker, Daggett, Hinkley, Lenwood, Ludlow, Newberry Springs, Sandy Valley, Yermo, Red Mountain, and Trona.

Based on the SBCSD website[8], due to the large expanse the deputies cover, they regularly assist and are assisted by the California Highway Patrol, Barstow Police Department and BLM Rangers. They also work closely with the Provost Marshal's Office and the Criminal Intelligence Division investigators at Ft. Irwin and the Marine Corps Logistics Base, which are both located in Barstow Station jurisdiction.

The project site is within the existing service area of the SBCSD and project implementation would not substantially increase the demand for police services. Although the project would incrementally increase demand for police protection services for the community of Yermo, this demand would not require the construction of new facilities, nor would it require the expansion of existing facilities that would result in physical environmental impacts. The SBCSD operating budget is generated through tax revenues, penalties and service fees, and allowed government assistance. Facilities, personnel, and equipment expansion and acquisition are tied to the County Sheriff Department's budget process and tax-base expansion. Tax-base expansion from the proposed project would generate funding for the police protection services. Therefore, no physical impacts associated with fire protection services and facilities would occur.

c) **No Impact.** The project site is located within the boundaries of the Silver Valley Unified School District (SVUSD), Area 1. The nearest school to the project site is Yermo K through 12 School, located at 38280 Gleason Street in the community of Yermo, approximately 0.5 miles east of the project site.

The proposed project is a commercial development with no residential uses that would generate any school-aged children requiring a public education. The project is not expected to draw a substantial number of new residents to the project area and would not indirectly generate school-aged students. Therefore, the project would not cause or contribute to a need to construct or physically altered public school services or facilities. The project applicant would be required to contribute development impact fees to SVUSD in compliance with California SB 50, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required prior to issuance of building permits. Impacts would be less than significant.

[8] San Bernardino County Sheriffs Department, Barstow Patrol Station; https://wp.sbcounty.gov/sheriff/patrol-stations/barstowtrona/ Accessed June 21, 2023.

d) **Less Than Significant Impact.** Refer to the discussion in Section XVI, *Recreation*. A less than significant impact relative to parks with occur with the project.

e) **Less Than Significant Impact.** The project site is within the service area of the San Bernardino County Library system. The nearest library to the project site is the Barstow Branch Library located at 304 East Buena Vista Street in the City of Barstow, approximately 10.79 miles west of the project site. The proposed project would not construct new residences and therefore would not induce population growth within the project area. As such, the project would not have an impact on library services. Project implementation would not result in substantial adverse physical impacts associated with the provision of new or physically altered public facilities. Therefore, impacts would be less than significant impact.

Therefore, no significant adverse impacts associated with Public Services are identified or anticipated, and no mitigation measures are required.

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities, or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Submitted Project Materials				

a) **Less Than Significant Impact.** The nearest park to the project site is Norman Smith Park located at 38315 McCormick Street, located approximately 0.60 miles east of the project site. This park is maintained and managed by the Yermo Community Services Parks and Recreation District. The project does not propose any uses that would directly or indirectly induce population growth that would result in increased use of existing park facility. Therefore, project implementation would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park. Impacts would be less than significant.

b) **Less Than Significant Impact.** The proposed project would allow construction of a 13,000 square foot travel center comprised of a convenience store, drive-through restaurant with a gasoline/diesel fueling station. The project does not include recreational facilities and would not induce population growth that would result in increased demand for recreational facilities. Therefore, project implementation would not require construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts would be less than significant.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Appendix G: Traffic Impact Study for Travel Center at Calico Road and Telstar Court, Yermo, San Bernardino County, California **(Birdseye Planning Group, Inc., revised July 29, 2022).**				

a) **Less Than Significant Impact With Mitigation Incorporated.**

Study Area

Based on the County-approved scoping agreement for the project, the following intersections, roadway segments, and freeway ramps, respectively, were included in the Traffic Impact Study area:

Intersections

1) Calico Road and Calico Boulevard (north)
2) Calico Road and I-15 WB Ramps
3) Calico Road and I-15 EB Ramps
4) Calico Road and Calico Boulevard (south)
5) Calico Road and Grandview Road
6) Calico Road and Yermo Road
7) Calico Road and Telstar Court
8) Calico Road Project Entrance

Roadway Segments

1) Calico Road between Calico Boulevard (north) and Calico Boulevard (south)
2) Calico Road between Calico Boulevard (south) and Grandview Avenue

3) Calico Road between Grandview Avenue and Yermo Road
4) Yermo Road between Jellico Street and Calico Road
5) Yermo Road between Calico Road and McCormick Street

Freeway Ramps

1) I-15 WB Offramp
2) I-15 WB Onramp
3) I-15 EB Offramp
4) I-15 EB Onramp

Transit, Bicycle, and Pedestrian Facilities

Existing sidewalks in the project area are currently provided along the eastern side of Calico Road only, along the property of the adjacent existing travel center. There are no existing bike lanes in the project area. There are no existing transit facilities within the immediate project vicinity. The nearest bus stop in the project vicinity (Route 29 provided by the Victor Valley Transit Authority) is located at West Yermo Road and 1st Street, approximately 0.9 statute miles to the southeast of the project site.

Methodology

State CEQA Guidelines Section 15064.3 was released on December 28, 2018, to address the determination of significance for transportation impacts. The new guideline requires that the analysis is based on vehicle miles traveled (VMT) instead of congestion (such as level of service, or LOS). The change in the focus of transportation analysis is the result of legislation (SB 743) and is intended to shift the emphasis from congestion to, among other things, reducing GHG emissions, promoting a diversity of land uses, and developing multimodal transportation networks. Pursuant to CEQA Guidelines Section 15064.3(c), this change in analysis is mandated to be used beginning July 1, 2020. Refer to Response 4.17(b) below for the project impacts relative to VMT.

Projects in the County are required to complete a transportation impact study, in addition to VMT assessment, to demonstrate consistency with the General Plan. Since the County has maintained its requirement to utilize LOS as the mechanism for quantifying transportation and circulation impacts of planned projects, the LOS analysis for the proposed project is presented below.

LOS is used to qualitatively describe the performance of a roadway facility, ranging from LOS A (free-flow conditions) to LOS F (extreme congestion and system failure). Study area intersections were analyzed using the methodology in accordance with the Transportation Research Board's *National Research Council Highway Capacity Manual, 6th Edition* (HCM) (May 2020). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding LOS. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. LOS for every type of roadway, intersection, or freeway are described thoroughly in the HCM and are also provided in the project's Traffic Impact Study.

A LOS is typically unacceptable if below LOS "C." If a roadway facility's unsatisfactory LOS warrants improvements, LOS's are calculated which determine the effectiveness of said improvements. If mitigation is determined as necessary, the project may have an obligation for funding all or part of those improvements. If the facilities existing LOS was a "D" or worse, mitigation is only required to restore the LOS to the pre-project condition.

Project Trip Generation

Trip generated estimates for the project are based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th edition) trip generation rates for the following uses: Gasoline/Service Station w/ Convenience Market (Land Use 960); Heavy Truck Fueling (Land Use 950); and Fast-Food Restaurant w/ Drive-Through Window (Land Use 934).

As discussed in the Traffic Impact Study (Appendix G), the ITE Manual provides correlation of trip rates for land use type and is widely accepted. However, the ITE Manual does not account for various phenomena that affect the final trip numbers, such as "pass-by" trips, "capture" trips and "diverted link" trips. As such, two separate project trip generation tables are provided herein to account for both unadjusted and adjusted trip generation data. In accordance with Caltrans' *Guide for the Preparation of Traffic Impact Studies*, trip generation calculations may be reduced up to 20 percent to account for the phenomenon of pass-by trips (intermediate trips taken within the process of the primary trip). A pass-by trip becomes a diverted link trip when said intermediate trip or stop requires a slight diversion onto other roadways to reach the interim destination. In the case of the proposed project, exiting the freeway to get fuel or convenience items, and returning to the freeway to continue to the primary destination, are considered diverted link trips. Neither pass-by nor diverted link trips add traffic to the primary travel route, which is the reason for adjustment factors in trip estimation. In the case of the project, diverted link trips do not add traffic to I-15; however, they do add traffic to freeway ramps and Calico Road. Therefore, the project's traffic analysis took no deductions for diverted link trips, with the exception that these trips were not added to freeway traffic.

Capture trips can be described as trips that are entirely made internally within the limits of a mixed-use project. In general, to qualify as a captured trip, travel must not utilize "off-site" routes, e.g., a public road. In the case of the project, a reduction of 5 percent was utilized for capture trips.

Daily, morning peak hour, and evening peak hour trip generation estimates are summarized in **Table 12, *Unadjusted Project Trip Generation***. As shown in **Table 12**, the proposed project would generate 6,648 daily trips (unadjusted), with 738 morning peak hour trips and 306 evening peak hour trips. As shown in **Table 13, *Adjusted Project Trip Generation***, the proposed project would generate 6,050 daily trips (adjusted), with 672 morning peak hour trips and 560 evening peak hour trips.

Table 12: Project Trip Generation (Unadjusted)										
Land Use	ITE Code	Unit	Trip Generation Rates							
			AM Peak Hour				PM Peak Hour			
Gasoline/Service Station w/ Convenience Market	960	Gasoline Fueling Positions	28.08				22.96			
Heavy Truck Fueling	950	Gasoline Fueling Positions	7.18				8.41			
Fast-Food Restaurant w/ Drive-Through Window	943	Gross Leasable Floor Area (1k square feet)	40.19				32.67			
Land Use	Quantity	Unit	Trip Generation Estimates							
			Daily	AM Peak Hour			PM Peak Hour			
				In	Out	Total	In	Out	Total	
Gasoline/Service Station w/ Convenience Market	20	Gasoline Fueling Positions	4,610	281	281	562	230	230	459	
Heavy Truck Fueling	5	Gasoline Fueling Positions	390	18	18	36	21	21	42	
Fast-Food Restaurant w/ Drive-Through Window	3.5	Gross Leasable Floor Area (1k square feet)	1,648	72	69	141	59	55	114	
Total Project Trips			**6,648**	**371**	**367**	**738**	**306**	**310**	**616**	
Source: Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 2a, page 10.										

Table 13: Project Trip Generation (Adjusted)							
24-Hour Trips		AM Peak Hour			PM Peak Hour		
Daily		In	Out	Total	In	Out	Total
Total Project Trips	**6,050**	338	334	672	281	279	560
Source: Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 2d, page 12.							

Analysis Scenarios and Results

The analysis scenarios that were analyzed for LOS as shown in the tables below include the following, for intersections, roadway segments and freeway ramps:

- Existing Year 2022 AM and PM Peak Hour without Project (No Project)
- Year 2022 AM and PM Peak Hour (With Project)
- Year 2024 AM and PM Peak Hour without Project (No Project)
- Year 2024 AM and PM Peak Hour (With Project)
- Year 2042 AM and PM Peak Hour (No Project)
- Year 2042 AM and PM Peak Hour (With Project)

Intersections

Table 14, ***Intersection LOS – Peak Hour***, shows the results of the intersection LOS calculations for the AM and PM peak hours, including the resultant LOS under mitigated conditions. In addition, **Table 14** shows whether or not a traffic signal is warranted for each scenario. As shown in **Table 14**, all study area intersections would operate at an acceptable LOS under all scenarios with the exception of the Calico Road and I-15 WB ramps. This intersection would experience an unacceptable LOS as follows and mitigation is required to reduce impacts:

- Year 2022 PM Peak Hour with Project (LOS D);
- Year 2024 PM Peak Hour with Project (LOS E); and
- Year 2042 PM Peak Hour with Project (LOS F).

Traffic signal warrants were not met for any of the study area intersections.

Based on the County's *Transportation Impact Study Guidelines* (July 2019), any signalized study intersection in the Desert region that is operating at an LOS C or better without project traffic in which the addition of project traffic causes the intersection to degrade to an LOS D, E, or F shall identify improvements to improve operations to LOS C.

Mitigation analysis included evaluating the impact of additional turning lanes without installation of a traffic signal. However, only installation of a traffic signal yielded a mitigated LOS C for the Year 2024 and 2042 PM Peak Hour scenarios. Additional dedicated turn lanes are not necessary to achieve a LOS C, however, based on the Traffic Impact Study, they are recommended and would further improve the LOS. Therefore, as provided for in **Mitigation Measure MM TRA-1**, the recommended mitigation includes the addition of a traffic signal at Calico Road and I-15 WB ramps by the Year 2024 (opening day), along with an expanded intersection to provide dedicated turning lanes. With implementation of **Mitigation Measure MM TRA-1,** project impacts relative to intersection LOS would be reduced to a less than significant level.

In addition, as a standard condition of development, the project would be required to pay its fair share contribution toward the funding of future transportation improvements, in accordance with Countywide Plan Policy TM-1.7 which states that, "We require new development to pay its fair share contribution toward off-site transportation improvements."

TABLE 14: Intersection LOS - Peak Hour

Legend: **S = Signalized** **1W = One Way Stop Control** **4W = All Way Stop** **R = Roundabout**

				Northbound			Southbound			Eastbound			Westbound					
No.	**Intersection**	**Time Period**	**Control**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Comp LOS**	**Intersection Delay (sec/veh)**	**Peak Hour Warrant Met (Yes/No)**
1)	Calico Road and Calico Boulevard (north)	Year 2022 A.M. Existing	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.1	No
		Year 2022 A.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.2	No
		Year 2024 A.M. without Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.1	No
		Year 2024 A.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.2	No
		Year 2042 A.M. without Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.2	No
		Year 2042 A.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2022 P.M. Existing	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2022 P.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2024 P.M. without Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2024 P.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2042 P.M. without Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
		Year 2042 P.M. with Project	1W	A	-	-	-	-	A	A	-	-	-	-	-	A	9.3	No
2)	Calico Road and I-15 WB Ramps	Year 2022 A.M. Existing	1W	A	-	-	-	-	A	-	-	-	A	-	-	A	8.2	No
		Year 2022 A.M. with Project	1W	**D**	-	-	-	-	B	-	-	-	A	-	-	C	18.4	No
		Year 2024 A.M. without Project	1W	A	-	-	-	-	A	-	-	-	A	-	-	A	8.2	No
		Year 2024 A.M. with Project	1W	**D**	-	-	-	-	B	-	-	-	A	-	-	C	18.4	No
		Year 2042 A.M. without Project	1W	A	-	-	-	-	A	-	-	-	A	-	-	A	8.4	No
		Year 2042 A.M. with Project	1W	**D**	-	-	-	-	B	-	-	-	A	-	-	C	22.3	No
		Year 2022 P.M. Existing	1W	B	-	-	-	-	B	-	-	-	A	-	-	A	9.6	No
		Year 2022 P.M. with Project	1W	**E**	-	-	-	-	C	-	-	-	A	-	-	**D**	28.7	No
		Year 2024 P.M. without Project	1W	B	-	-	-	-	B	-	-	-	A	-	-	A	9.7	No
		Year 2024 P.M. with Project	1W	**F**	-	-	-	-	C	-	-	-	A	-	-	**E**	30.2	No
		Year 2042 P.M. without Project	1W	B	-	-	-	-	B	-	-	-	A	-	-	B	10.5	No
		Year 2042 P.M. with Project	1W	**F**	-	-	-	-	C	-	-	-	A	-	-	**F**	84.8	No
		Year 2042 P.M. with Project Mitigated	S	-	A	-	-	-	-	-	-	-	-	**D**	-	C	28.6	N/A

TABLE 14: Intersection LOS - Peak Hour (cont.)

Legend: **S = Signalized** **1W = One Way Stop Control** **4W = All Way Stop** **R = Roundabout**

				Northbound			Southbound			Eastbound			Westbound					
No.	**Intersection**	**Time Period**	**Control**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Comp LOS**	**Intersection Delay (sec/veh)**	**Peak Hour Warrant Met (Yes/No)**
3)	Calico Road and I-15 EB Ramps	Year 2022 A.M. Existing	1W	-	-	A	A	-	-	A	-	-	-	-	-	A	9.4	No
		Year 2022 A.M. with Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	12.4	No
		Year 2024 A.M. without Project	1W	-	-	A	A	-	-	A	-	-	-	-	-	A	9.4	No
		Year 2024 A.M. with Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	12.5	No
		Year 2042 A.M. without Project	1W	-	-	A	A	-	-	A	-	-	-	-	-	A	9.5	No
		Year 2042 A.M. with Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	13.0	No
		Year 2022 P.M. Existing	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	10.5	No
		Year 2022 P.M. with Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	14.0	No
		Year 2024 P.M. without Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	10.5	No
		Year 2024 P.M. with Project	1W	-	-	B	C	-	-	A	-	-	-	-	-	B	14.1	No
		Year 2042 P.M. without Project	1W	-	-	B	B	-	-	A	-	-	-	-	-	B	11.2	No
		Year 2042 P.M. with Project	1W	-	-	B	C	-	-	A	-	-	-	-	-	C	16.2	No
4)	Calico Road and Calico Boulevard (south)	Year 2022 A.M. Existing	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.5	No
		Year 2022 A.M. with Project	1W	-	-	C	B	-	-	-	-	-	A	-	-	B	14.3	No
		Year 2024 A.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.6	No
		Year 2024 A.M. with Project	1W	-	-	C	B	-	-	-	-	-	A	-	-	B	14.4	No
		Year 2042 A.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.7	No
		Year 2042 A.M. with Project	1W	-	-	C	B	-	-	-	-	-	A	-	-	C	15.2	No
		Year 2022 P.M. Existing	1W	-	-	B	B	-	-	-	-	-	A	-	-	B	10.2	No
		Year 2022 P.M. with Project	1W	-	-	C	B	-	-	-	-	-	A	-	-	B	14.5	No
		Year 2024 P.M. without Project	1W	-	-	B	B	-	-	-	-	-	A	-	-	B	10.2	No
		Year 2024 P.M. with Project	1W	-	-	C	B	-	-	-	-	-	A	-	-	B	14.7	No
		Year 2042 P.M. without Project	1W	-	-	B	B	-	-	-	-	-	A	-	-	B	10.6	No
		Year 2042 P.M. with Project	1W	-	-	C	C	-	-	-	-	-	A	-	-	C	16.3	No

TABLE 14: Intersection LOS - Peak Hour (cont.)

Legend: **S = Signalized** **1W = One Way Stop Control** **4W = All Way Stop** **R = Roundabout**

No.	Intersection	Time Period	Control	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Comp LOS	Intersection Delay (sec/veh)	Peak Hour Warrant Met (Yes/No)
5)	Calico Road and Grandview Road	Year 2022 A.M. Existing	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.1	No
		Year 2022 A.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.5	No
		Year 2024 A.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.1	No
		Year 2024 A.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.5	No
		Year 2042 A.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.2	No
		Year 2042 A.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.5	No
		Year 2022 P.M. Existing	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.3	No
		Year 2022 P.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.3	No
		Year 2024 P.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.3	No
		Year 2024 P.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.3	No
		Year 2042 P.M. without Project	1W	-	-	A	A	-	-	-	-	-	A	-	-	A	9.4	No
		Year 2042 P.M. with Project	1W	-	-	B	A	-	-	-	-	-	A	-	-	B	10.6	No
6)	Calico Road and Yermo Road	Year 2022 A.M. Existing	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.3	No
		Year 2022 A.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.3	No
		Year 2024 A.M. without Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.4	No
		Year 2024 A.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.4	No
		Year 2042 A.M. without Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.5	No
		Year 2042 A.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	8.5	No
		Year 2022 P.M. Existing	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.0	No
		Year 2022 P.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.0	No
		Year 2024 P.M. without Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.0	No
		Year 2024 P.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.0	No
		Year 2042 P.M. without Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.2	No
		Year 2042 P.M. with Project	1W	-	-	-	A	-	-	A	-	-	-	-	A	A	9.2	No

TABLE 14: Intersection LOS - Peak Hour (cont.)

Legend: **S = Signalized** **1W = One Way Stop Control** **4W = All Way Stop** **R = Roundabout**

No.	Intersection	Time Period	Control	Northbound Left	Northbound Thru	Northbound Right	Southbound Left	Southbound Thru	Southbound Right	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound Left	Westbound Thru	Westbound Right	Comp LOS	Intersection Delay (sec/veh)	Peak Hour Warrant Met (Yes/No)
7)	Calico Road and Telstar Court	Year 2022 A.M. with Project	1W	A	-	-	-	-	-	-	C	-	-	-	-	C	15.5	No
		Year 2024 A.M. with Project	1W	A	-	-	-	-	-	-	C	-	-	-	-	C	15.6	No
		Year 2042 A.M. with Project	1W	A	-	-	-	-	-	-	C	-	-	-	-	C	16.1	No
		Year 2022 P.M. with Project	1W	A	-	-	-	-	-	-	B	-	-	-	-	B	13.6	No
		Year 2024 P.M. with Project	1W	A	-	-	-	-	-	-	B	-	-	-	-	B	13.7	No
		Year 2042 P.M. with Project	1W	A	-	-	-	-	-	-	B	-	-	-	-	B	14.2	No
8)	Calico Road Project Entrance	Year 2022 A.M. with Project	1W	-	-	-	-	-	-	-	B	-	-	-	-	B	10.0	No
		Year 2024 A.M. with Project	1W	-	-	-	-	-	-	-	B	-	-	-	-	B	10.0	No
		Year 2042 A.M. with Project	1W	-	-	-	-	-	-	-	B	-	-	-	-	B	10.2	No
		Year 2022 P.M. with Project	1W	-	-	-	-	-	-	-	A	-	-	-	-	A	9.8	No
		Year 2024 P.M. with Project	1W	-	-	-	-	-	-	-	A	-	-	-	-	A	9.9	No
		Year 2042 P.M. with Project	1W	-	-	-	-	-	-	-	B	-	-	-	-	B	10.0	No

Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 8, page 19.

Notes:

1) Mitigation consists of striping a dedicated left turn lane on the northern leg and a dedicated left turn & right turn lane on the south leg.
2) Mitigation consists of the installation of a traffic signal.

Roadway Segments

Table 15, ***Roadway Segment LOS – AM Peak Hour***, shows the results of the roadway segment LOS calculations for the AM peak hour, including the resultant LOS under mitigated conditions. **Table 16**, ***Roadway Segment LOS – PM Peak Hour,*** shows the results of the roadway segment LOS calculations for the PM peak hour, including the resultant LOS under mitigated conditions.

As shown in **Tables 15** and **16**, all study area roadway segments would operate at an acceptable LOS under all scenarios with the exception of the following roadway segments, which would experience an unacceptable LOS with the project as follows; mitigation is required to reduce impacts:

- <u>Calico Road between Calico Boulevard (south) and Grandview Avenue</u>:
  - AM Peak Hour: Year 2022 (LOS E); Year 2024 (LOS E); Year 2042 (LOS E)
  - PM Peak Hour: Year 2022 (LOS E); Year 2024 (LOS E); Year 2042 (LOS E)
- <u>Calico Road between Grandview Avenue and Yermo Road</u>:
  - AM Peak Hour: Year 2022 (LOS D); Year 2024 (LOS D); Year 2042 (LOS D)
  - PM Peak Hour: Year 2022 (LOS D); Year 2024 (LOS D); Year 2042 (LOS D)
- <u>Yermo Road between Calico Road and McCormick Street</u>:
  - AM Peak Hour: Year 2022 (LOS D); Year 2024 (LOS D); Year 2042 (LOS D)
  - PM Peak Hour: Year 2022 (LOS D); Year 2024 (LOS D); Year 2042 (LOS D)

The project would result in a deficient LOS on study area roadway segments as identified above. Therefore, as provided for in **Mitigation Measure MM TRA-2**, the recommended mitigation is the widening of Calico Road along its frontage. With implementation of **Mitigation Measure MM TRA-2,** project impacts relative to roadway segments would be reduced to a less than significant level.

In addition, as a standard condition of development, the project would be required to pay its fair share contribution toward the funding of future transportation improvements, in accordance with Countywide Plan Policy TM-1.7 which states that, "We require new development to pay its fair share contribution toward off-site transportation improvements."

TABLE 15: Roadway Segment LOS - AM Peak Hour

				Year 2022 Existing A.M. Volumes		Year 2022 A.M. Plus Project Traffic			Year 2024 A.M. Without Project Traffic		Year 2024 A.M. Plus Project Traffic	
Item	**Street Segment**	**Limits**	**Existing Laneage - Both Directions**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**		**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**
1)	Calico Road	Calico Boulevard (north)/Calico Boulevard (south)	2	49/67	B	201/238	C		50/68	B	202/239	C
2)	Calico Road	Calico Boulevard (south)/Grandview Avenue	2	111/64	C	441/387	**E**		114/66	**D**	444/389	**E**
3)	Calico Road	Grandview Avenue/Yermo Road	2	32/33	C	49/199	**D**		34/40	C	50/200	**D**
4)	Yermo Road	Jellico Street/Calico Road	2	30/31	B	34/33	B		30/32	B	34/34	B
5)	Yermo Road	Calico Road/ McCormick Street	2	32/54	**D**	35/60	**D**		32/56	**D**	35/62	**D**

TABLE 15: Roadway Segment LOS - AM Peak Hour (cont'd)

				Year 2042 A.M. Without Project Traffic		Year 2042 A.M. Plus Project Traffic			Year 2042 P.M. Plus Project Traffic - Mitigated	
Item	Street Segment	Limits	Existing Laneage - Both Directions	PH Vol (vph) (wb/eb) or (sb/nb)	Level of Service (LOS)	PH Vol (vph) (wb/eb) or (sb/nb)	Level of Service (LOS)		PH Vol (vph) (wb/eb) or (sb/nb)	Level of Service (LOS)
1)	Calico Road	Calico Boulevard (north)/Calico Boulevard (south)	2	62/85	B	214/256	C		214/256	A
2)	Calico Road	Calico Boulevard (south)/Grandview Avenue	2	140/81	**D**	470/404	**E**		470/404	A
3)	Calico Road	Grandview Avenue/Yermo Road	2	50/42	C	60/208	**D**		60/208	A
4)	Yermo Road	Jellico Street/Calico Road	2	39/40	B	43/36	B		43/36	A
5)	Yermo Road	Calico Road/ McCormick Street	2	41/69	**D**	44/69	**D**		44/69	A

Source: *Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 9a, page 23.*

Notes: Existing street segments in vicinity of project consists of a single lane in either direction. Mitigation consists of adding a second lane in each direction.

TABLE 16: Roadway Segment LOS - PM Peak Hour

				Year 2022 Existing P.M. Volumes		Year 2022 P.M. Plus Project Traffic			Year 2024 P.M. Without Project Traffic		Year 2024 P.M. Plus Project Traffic	
Item	**Street Segment**	**Limits**	**Existing Laneage - Both Directions**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**		**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**
1)	Calico Road	Calico Boulevard (north)/Calico Boulevard (south)	2	185/119	C	319/254	C		189/121	C	323/256	C
2)	Calico Road	Calico Boulevard (south)/Grandview Avenue	2	141/105	**D**	418/379	**E**		144/107	**D**	421/382	**E**
3)	Calico Road	Grandview Avenue/Yermo Road	2	30/25	C	33/161	**D**		31/25	C	33/161	**D**
4)	Yermo Road	Jellico Street/Calico Road	2	50/39	B	53/41	B		51/40	B	52/42	B
5)	Yermo Road	Calico Road/ McCormick Street	2	56/47	**D**	58/50	**D**		57/48	D	59/51	**D**

TABLE 16: Roadway Segment LOS - PM Peak Hour (cont'd)

				Year 2042 P.M. Without Project Traffic		Year 2042 P.M. Plus Project Traffic			Year 2042 P.M. Plus Project Traffic - Mitigated[1]	
Item	**Street Segment**	**Limits**	**Existing Laneage - Both Directions**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**	**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**		**PH Vol (vph) (wb/eb) or (sb/nb)**	**Level of Service (LOS)**
1)	Calico Road	Calico Boulevard (north)/Calico Boulevard (south)	2	234/151	C	310/286	C		310/286	A
2)	Calico Road	Calico Boulevard (south)/Grandview Avenue	2	179/133	**D**	456/407	**E**		456/407	A
3)	Calico Road	Grandview Avenue/Yermo Road	2	38/32	C	40/166	**D**		40/166	A
4)	Yermo Road	Jellico Street/Calico Road	2	63/50	B	64/52	B		64/52	A
5)	Yermo Road	Calico Road/ McCormick Street	2	71/60	**D**	73/63	**D**		73/63	A

Source: Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 9b, page 25.

Notes:

1) Existing street segments in vicinity of project consists of a single lane in either direction. Mitigation consists of adding a second lane in each direction.

Freeway Ramps

Table 17, ***Freeway Ramp LOS – AM Peak Hour***, shows the results of the freeway ramp LOS calculations for the AM peak hour, including the resultant LOS under mitigated conditions. **Table 18**, ***Freeway Ramp LOS – PM Peak Hour,*** shows the results of the freeway ramp LOS calculations for the PM peak hour, including the resultant LOS under mitigated conditions. As shown in **Tables 17** and **18**, all study area freeway ramps would operate at an unacceptable LOS under all scenarios.

in a condition where degradation of a facility's LOS to less than C is directly attributable to the project, the project is obligated to pay its pro-rata share for the needed mitigation. However, the project's obligation for funding mitigation is based on a number of factors, including the project's pro-rata share of traffic, and the existing and future LOS without the addition of project-generated traffic. The actual proposed freeway ramp mitigation improvements are based on the estimated future year traffic, in this case, year 2042. However, as shown in **Tables 17** and **18**, all study area freeway ramps, without the addition of cumulative project traffic, indicated a present day (2022) and opening day (2024) LOS of D, and a future traffic scenario (2042) LOS of E (with or without the project). For all traffic scenarios, the addition of a lane to each freeway ramp, as indicated by the calculations and summarized in **Tables 17** and **18**, would improve traffic conditions to LOS B. However, the addition of project-generated traffic to any traffic scenario, present or future, did not change the LOS.

Therefore, as substantiated by the project's Traffic Impact Study, the project shall not have any obligation to fund mitigation for freeway ramps. Project-specific impacts relative to freeway ramps would be less than significant.

TABLE 17: Freeway Ramp LOS - AM Peak Hour

				AM Volumes				Mitigated Ramp[3]	
Item	**Ramp Segment**	**Junction Type**	**Analysis Scenario**	**PH Vol (vph)**	**Density (pc/mi/ln)**	**Level of Service (LOS)**		**Density (pc/mi/ln)**	**Level of Service (LOS)**
1)	I-15 WB Off-Ramp	Diverge	2022	43	29.3	**D**		-	-
			2022 + Project	191	29.3	**D**		-	-
			2024	44	29.9	**D**		-	-
			2024 + Project	192	29.9	**D**		-	-
			2042	54	37.1	**E**		-	-
			2042 + Project	202	37.1	**E**		14.3	B
2)	I-15 WB On - Ramp	Merge	2022	81	28.8	**D**		-	-
			2022 + Project	248	28.8	**D**		-	-
			2024	83	29.4	**D**		-	-
			2024 + Project	250	29.4	**D**		-	-
			2042	102	36.4	**E**		-	-
			2042 + Project	269	36.4	**E**		13.9	B
3)	I-15 EB Off-Ramp	Diverge	2022	55	28.8	**D**		-	-
			2022 + Project	211	28.8	**D**		-	-
			2024	56	29.4	**D**		-	-
			2024 + Project	212	29.4	**D**		-	-
			2042	70	36.4	**E**		-	-
			2042 + Project	226	36.4	**E**		13.9	B
4)	I-15 EB On-Ramp	Merge	2022	42	29.3	**D**		-	-
			2022 + Project	180	29.3	**D**		-	-
			2024	43	29.9	**D**		-	-
			2024 + Project	181	29.9	**D**		-	-
			2042	54	37.1	**E**		-	-
			2042 + Project	192	37.1	**E**		14.3	B

Source: Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 10a, page 27.

Notes:

1) The freeway volume was extrapolated from 2019 Caltrans Truck Traffic Data. The 2022 Back Peak Hour is 2500 and Ahead Peak Hour is 2450. The 2024 Back Peak Hour is 2530 and Ahead Peak Hour is 2479. The 2042 Back Peak Hour is 3212 and Ahead Peak Hour is 3148.
2) The Total Truck Volume percentage was taken from 2019 Caltrans Data at the junction of Interstate 15 and Yermo Inspection Station which is 18.35%.
3) Mitigation included the addition of one ramp lane and one freeway lane to Interstate 15.

TABLE 18: Freeway Ramp LOS - PM Peak Hour

				PM Volumes				Mitigated Ramp[3]	
Item	**Ramp Segment**	**Junction Type**	**Analysis Scenario**	**PH Vol (vph)**	**Density (pc/mi/ln)**	**Level of Service (LOS)**		**Density (pc/mi/ln)**	**Level of Service (LOS)**
1)	I-15 WB Off-Ramp	Diverge	2022	79	29.3	**D**		-	-
			2022 + Project	208	29.3	**D**		-	-
			2024	81	29.9	**D**		-	-
			2024 + Project	210	29.9	**D**		-	-
			2042	100	37.1	**E**		-	-
			2042 + Project	229	37.1	**E**		14.3	B
2)	I-15 WB On-Ramp	Merge	2022	73	28.8	**D**		-	-
			2022 + Project	209	28.8	**D**		-	-
			2024	74	29.4	**D**		-	-
			2024 + Project	210	29.4	**D**		-	-
			2042	92	36.4	**E**		-	-
			2042 + Project	228	36.4	**E**		13.9	B
3)	I-15 EB Off-Ramp	Diverge	2022	86	28.8	**D**		-	-
			2022 + Project	219	28.8	**D**		-	-
			2024	88	29.4	**D**		-	-
			2024 + Project	221	29.4	**D**		-	-
			2042	109	36.4	**E**		-	-
			2042 + Project	242	36.4	**E**		13.9	B
4)	I-15 EB On - Ramp	Merge	2022	97	29.3	**D**		-	-
			2022 + Project	224	29.3	**D**		-	-
			2024	99	29.9	**D**		-	-
			2024 + Project	226	29.9	**D**		-	-
			2042	124	37.1	**E**		-	-
			2042 + Project	251	37.1	**E**		14.3	B

Source: Birdseye Planning Group, Inc., Traffic Impact Study, July 22, 2022, Table 9b, page 25.

Notes:

1) The freeway volume was extrapolated from 2019 Caltrans Truck Traffic Data. The 2022 Back Peak Hour is 2500 and Ahead Peak Hour is 2450. The 2024 Back Peak Hour is 2530 and Ahead Peak Hour is 2479. The 2042 Back Peak Hour is 3212 and Ahead Peak Hour is 3148.
2) The Total Truck Volume percentage was taken from 2019 Caltrans Data at the junction of Interstate 15 and Yermo Inspection Station which is 18.35%.
3) Mitigation included the addition of one ramp lane and one freeway lane to Interstate 15.

Public and Non-Vehicular Transportation

The project would develop the project site with a travel center, which is a land use that is not likely to attract large volumes of pedestrian, bicycle, or transit traffic. Regardless, the project is designed to comply with all applicable San Bernardino County transportation policies.

Under existing conditions, sidewalks in the project area are currently provided along the eastern side of Calico Road only, along the property of the adjacent existing travel center. There are no existing bike lanes in the project area. There are no existing transit facilities within the immediate project vicinity. The project would be required to comply with all applicable County engineering design standards to ensure compatibility with existing bike lanes and sidewalks. In addition, the project does not include any element that would prevent the implementation of or preclude the use of the existing or planned bike and pedestrian facilities in the project site vicinity, including those along the project site's frontage with Calico Road.

There are no bus stops adjacent to the project site. The nearest bus stop in the project vicinity (Route 29 provided by the Victor Valley Transit Authority) is located at West Yermo Road and 1st Street, approximately 0.9 statute miles to the southeast of the project site. There are no components of the project that would interfere with the ability of Route 29 to utilize project area roadways or that would modify/affect any stop for Route 29. Accordingly, implementation of the project would not conflict with local public transit service.

Therefore, with implementation of **Mitigation Measure MM TRA-1** and **Mitigation Measre MM TRA-2** the project would not conflict with adopted policies, plans or programs related to alternative transportation, or otherwise substantially decrease the performance or safety of such facilities. A less than significant impact would occur.

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

In compliance with this protocol, the Project was evaluated using the San Bernardino County Transportation Authority VMT screening tool. The VMT Screening Manual and the County's Traffic Impact Analysis (TIA) Guidelines were referenced for the appropriate VMT Metric, Baseline year, and Threshold to use in the on-line screening tool. The screening tool computer run indicated that the project is within a low VMT Generating Traffic Analysis Zone. In accordance with the TIA Guidelines, projects with a low VMT Generating Traffic Analysis Zone are exempt from a VMT analysis. The Project will serve residents in the immediate area for both fuel and convenience items, thereby eliminating resident necessity to travel greater distances to similar existing land uses. Therefore, the Project will not conflict with or be inconsistent with CEQA Guidelines §15064.3.

c) **Less Than Significant Impact.** The project would provide three (3) points of access with one ingress/egress driveway situated on Telstar Court, one driveway situated midway along project property fronting Calico Road and one driveway located at the southeast corner of the property abutting Calico Road. The project access and project improvements (i.e., signage, buildings, and landscaping) would be designed in accordance with County standards so that adequate sight distance for drivers entering and exiting the site is maintained. On-site traffic signing and striping would be implemented in conjunction with detailed construction plans for the project site. There are no components of the project that would increase hazards to the public due to geometric design features or incompatible uses. Therefore, a less than significant impact would occur. A less than significant impact would occur.

d) **Less Than Significant Impact.** The access and circulation features on the project site are designed to accommodate emergency ingress and egress. As discussed above, the project would provide three (3) points of access with one ingress/egress driveway situated on Telstar Court, one ingress/egress driveway situated midway along project property fronting Calico Road and one egress-only driveway located at the southeast corner of the property abutting Calico Road. The proposed site access improvements would ensure that access is maintained for fire trucks, police units, and ambulance/paramedic vehicles.

The project is subject to the County's design review to ensure that the project as designed does not temporarily or permanently interfere with the provision of emergency access or with evacuation routes. All emergency access features are subject to and must satisfy the County design requirements and be approved by SBCFD. During periods when partial road closures are required, the project applicant would be required to implement a temporary Traffic Management Plan to minimize temporary impacts to emergency access and evacuation routes during the construction process. Therefore, the project would not result in inadequate emergency access and impacts would be less than significant.

Mitigation Program

MM TRA-1 The project shall implement the following improvements at the intersection of Calico Road and I-15 WB ramp: 1) the addition of a traffic signal by the Year 2024 (opening day); and 2) an expanded intersection to provide dedicated turning lanes. The installation of the traffic signal and the reconfiguring of approach lanes shall be initiated by the County and Caltrans. The development shall pay its fair share of the cost of these improvements. Table 13 of the project's Traffic Impact Study presents the project's calculated percentage of the growth in traffic at the intersection of Calico Road and I-15 WB ramp.

MM TRA-2 The project shall be conditioned to widen Calico Road along its frontage. The development shall pay its fair share of the cost of these improvements. Table 13 of the project's Traffic Impact Study presents the project's calculated percentage of the growth in traffic along Calico Road between Grandview Avenue to Yermo Road.

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

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XVIII. TRIBAL CULTURAL RESOURCES. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) 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	☐	☒	☐	☐
b) 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.	☐	☒	☐	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; **Appendix C-1: *Cultural Resources Assessment for the Yermo Convenience Store and Gas Station Project* (Dudek, July 2020) Appendix H: Tribal Consultation**				

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

The County has provided formal notification to California Native American tribal representatives identified by the California Native American Heritage Commission. Native American groups may have knowledge about cultural resources in the area and may have concerns about adverse effects from development on tribal cultural resources. The County has contacted the tribal representatives noted below. Correspondence to-and-from tribal representatives is included as Appendix H to this Initial Study.

- Twenty-nine Palms Band of Mission Indians - Darrell Mike, Tribal Chairman; Anthony Madrigal, Jr., Tribal Grants

- Morongo Band of Mission Indians - Ann Brierty, Tribal Historic Preservation Officer
- Fort Mojave Indian Tribe - Linda Otero, Director
- Yuhaaviatam San Manuel Nation - Alexandra McCleary, Director of Cultural Resources
- Colorado River Indian Tribes – Brian Etsitty, Acting Director

As of the release date of the Initial Study, the County has received one request for consultation from Yuhaaviatam San Manuel Nation (YSMN) and was provided with Site and Grading Plans and the Phase I Cultural Resources Assement. YSMN concluded consultation on September 3, 2022 and providing requested mitigation measures in regard to being contacted of any pre-contact and/or historic-era cultural resources discovered during project implementation, be provided information regarding the nature of the find and be provided with all archaeological/cultural documents created as a part of the project for dissemination to YSMN.

As such, and to ensure less than significant impacts occur, the following Mitigation Measures TCR-1 and TCR-2 be made a part of the project conditions.

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

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

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

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Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020; Submitted Project Materials				

a) **Less Than Significant Impact.**

Wastewater. The proposed project will not exceed wastewater treatment requirements of the Regional Water Quality Control Board, Lahontan Region, as determined by County Public Health – Environmental Health Services. The project proposes the installation of a 3,000-gallon septic tank with leach lines located along the western boundary of the project site, which will be pumped an estimated two times per month. Wastewater from the septic tank will be disposed of at a licensed wastewater facility. The County has an approved Local Agency Management Agreement (LAMP) with the Lohantan Regional Water Quality Control Board that regulates septic systems. Anything under 10,000 gallons per day requires meeting County restrictions and regulations. The daily flow for this project has been calculated at 4,810 gallons per day (gpd), resulting in a less than significant impact relative to the LAMP agreement.

Stormwater Drainage. A drainage study was conducted for the site (Appendix E-1) which concluded that the proposed storm drain system is adequate to collect, convey, and dispose of "on-site" storm water for the proposed travel station. This study has also concluded that the 100-year storm event will have a negligible impact on the proposed project. Additionally, since the project site fully contains "on-site" storm water, and a portion of the offsite storm water run on, the project would have no impact on any adjacent properties. San Bernardino County Ordinance 4011(b) states that structures in Zone X shall have the lowest floor elevated one foot above the highest adjacent grade. This criterion will be incorporated into the final grading design. Finally, the Study concluded that the project design addressed storm water requirements, resulting in a less than-significant impact.

Electric Power, Natural Gas, Telecommunications. Electric power is provided by SCE and natural gas is provided by SoCalGas. Telecommunications are provided by AT&T. SCE, SoCalGas, and local telecommunications companies operate and maintain transmission and distribution infrastructure in the project area, which currently serve the project site. The proposed project's electricity demand would be approximately 364,0000 KW annually and natural gas demand would be approximately 1.8-2.0 million KBtu per year. The project would connect to existing electric, natural gas, and telecommunication infrastructure in the project area. Impacts would be less than significant and no mitigation is required.

b) **Less than Significant Impact.**

The water source provider for the project is Liberty Utilities. Liberty Utilities provides potable water to the Apple Valley system from 18 deep wells and one well owned by the Mojave Water Agency. According to Liberty's 2022 Annual Water Report, Liberty provided 10,045 acre-feet of potable water for over 21,000 residential and business customers in 2021. This equates to over 3.2 billion gallons of water.[9] The site has an estimated 5,220 gallons per day average flow rate, which results in an estimated annual consumption of 5.85 acre-feet per year. The project's estimated consumption is therefore a nominal amount of Liberty's annual water demand, resulting in a less than significant impact.

c) **Less than Significant Impact.**

Refer to Section XIX a.

d) **Less Than Significant Impact.**

Burrtec Waste Industries, Inc. provides solid waste collection services to the community of Yermo, inclusive of the project site. Burrtec is served by the Victor Valley Material Recovery Facility (MRF) & Transfer Station located in the City of Victorville at 17000 Abby Lane, approximately 41.2 miles southwest of the project site. Solid waste not diverted for recycling at the MRF are disposed of at landfills within the greater San Bernardino County region. The nearest active landfill facility is the Barstow Sanitary Landfill, located 15.1 miles from the project site. The Barstow Sanitary Landfill has a maximum daily permitted tonnage of 1,500 (tons per day), a maximum capacity of

[9] (March 1, 2024) Public Health Goal Report, Apple Valley System, July 2022. Liberty Utilities. https://california.libertyutilities.com/uploads/PUBLIC%20HEALTH%20GOAL%20REPORT_2022_AV.pdf

80,354,500 tons, and a remaining capacity of 71,481,660 tons[10]. This landfill is expected to be active until May 1, 2071. According to CalRecycle, commercial retail land uses generate 10.53 pounds of waste per employee per day. The project is estimated to generate approximately 200 pounds of solid waste per day and 35-40 tons of solid waste per year, and therefore considered a nominal amount of the daily capacity of any of the landfills serving the project site.

In order to comply with the State of California Waste Management Act (AB 939) and the San Bernardino Solid Waste Advisory Task-Force, applicants are required to deposit at least 50 percent of demolition debris generated at a project site from landfills by recycling, reuse, and diversion programs. Existing landfills have sufficient capacity to serve the project. With the project's compliance with all applicable regulations and laws regarding solid waste, impacts would further be reduced, resulting in a less than significant impact, and no mitigation is required.

e) **Less Than Significant Impact.**

State, County, and local agencies with regulatory authority related to solid waste include the California Department of Resources Recycling and Recovery, and San Bernardino County. Regulations specifically applicable to the proposed project include the California Integrated Waste Management Act of 1989 (AB 939). As described above, solid waste materials disposed of at the Barstow Sanitary Landfill, which has a maximum daily permitted tonnage of 1,500 (tons per day), a maximum capacity of 80,354,500 tons, and a remaining capacity of 71,481,660 tons. The project is estimated to generate approximately 200 pounds of solid waste per day and 35-40 tons of solid waste per year, and therefore considered a nominal amount of the daily capacity of any of the landfills serving the project site.

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

Therefore, no significant adverse impacts associated with Utilities and Service Systems are identified or anticipated, and no mitigation measures are required.

[10] (February 21, 2024) *SWIS Facility/Site Activity Details. Barstow Sanitary Landfill (36-AA-0046).* CalRecycle. https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/1871?siteID=2653

Issues	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒
SUBSTANTIATION:				
San Bernardino Countywide Plan, 2020				

a) **No Impact.** According to Policy Map HZ-5, *Fire Hazard Severity Zones*, of the Countywide Plan, the project site is designated as “Non-Wildland/Non-Urban” and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ). According to CalFire Fire Hazard Severity Zone Map for San Bernardino County, the project site is within in a Local Responsibility Area but not within a VHFHSZ.

Project construction would not require the complete closure of any public or private streets or roadways during construction. Temporary construction activities would not impede use of the road for emergencies or access for emergency response vehicles. In addition, the proposed project would be required to comply with the provisions of the San Bernardino County’s emergency preparedness system, along with established regulations and policies. In addition, emergency access to the site would be maintained during construction. Therefore, the project would not result in inadequate emergency access. No impact would occur.

b) **No Impact.** The project site is generally flat and does not support areas of steep slopes. In addition, the project site is located within a partially urbanized area of the city, where the risk of wildland fire is decreased. As such, the proposed project would not be located in a critical fire danger zone or adjacent to wildlands subject to wildfires. Urban levels of fire protection would be provided to the project area. In addition, the project would adhere to building codes and any conditions included through review by the SBCFD. No impact would occur.

c) **No Impact.** The proposed project would connect to existing electricity, water, and other utilities necessary to serve the site. The project would construct an onsite fire suppression system consisting of a 25-foot diameter water storagae tank and a pumphouse to pressurize water and flowrates that would be conditioned by the County prior to Building Permit release to meet the standards of the National Fire Protection Agency (NFPA), the Yermo-Calico Fire Department, the 2022 California Fire Code, and the Uniform Building Code. Specifications for project infrastructure improvements would be subject to County requirements, including Development Code Chapter 83.09, *Infrastructure Improvement Standards*, and fire plan check would be required through the Planning and Engineering Section of San Bernardino County Fire to ensure compliance with the applicable fire and life safety regulations, codes and ordinances. Therefore, no impact would occur.

d) **No Impact.** The project site does not include any downslopes. The project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, no impact would occur.

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

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

a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed in Section II, *Biological Resources*, after implementation of **Mitigation Measure BIO-1** and **BIO-2,** the proposed project would result in less than significant impacts to biological resources. Similarly, as discussed in Sections III, *Cultural Resources*, and Section XVIII, *Tribal Cultural Resources*, after implementation of **Mitigation Measures CR-1** through **CR-3** and **TCR-1 and TCR 2,** the proposed project would result in less than significant impacts to human remains, archaeological resources, and tribal cultural resources. With implementation of TRA-1 and TRA-2, discussed in Section XVII *Transportation*, the proposed project would result in less than significant impacts to transportation. Lastly, as discussed in Section VII, *Geology and Soils*, after implementation of **Mitigation Measure GEO-1**, the proposed project would result in less than significant impacts to paleontological resources.

b) **Less Than Significant Impact With Mitigation Incorporated.** A significant impact may occur if the project, in conjunction with related projects proposed for development in the County, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or are of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.

c) **Less than Significant Impact With Mitigation Incorporated.** All potential impacts have been thoroughly evaluated and have been deemed to be neither individually significant nor cumulatively considerable in terms of any adverse effects upon the region, the local community or its inhabitants. At a minimum, the project would be required to meet the conditions of approval for the project to be implemented. It is anticipated that all such conditions of approval would further ensure that no potential for adverse impacts will be introduced by construction activities, initial or future land uses authorized by the project approval. There are no known substantial adverse effects on human beings that would be caused by the proposed project. The environmental evaluation has concluded that no significant environmental impacts would result from the project with implementation of the mitigation measures described herein.

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

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